Ship Amazon

1848—

1856

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Ship Amazon 1848

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Logs Aug 19th 1848

Saturday Aug 19th

At 10 P.M. took over anchor and went to sea, with the wind N E strong breze, at 11 P.M. the Pilot left us, steering S E.

No Observation

Lord day Aug 20th

Commences with strong breezes from N N E steering S S E, at 5 P.M. Romans Land, bore per Compass N by E dist 4 Leagues, at 7 P.M. set the mat n, pumped ship and found the leaked about 500 strokes in 24 hours, most of the hands sea sick, latter pars steering S E, and E S E wind N N W

Lat by dead reckoning 38°. 50 N Long 69°. 30 W

Monday Aug 21st

Commences with strong wind from N N W and squally, steering E by S, double reefed fore and main top sails Middle pars the same, latter pars more moderate, steering E by S, wind N, nothing in sight, employed in fitting boats for whaling, and other ship duty

Lat 38°. 12 N Long 68°. 12 W

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Tuesday Aug 22d

Begins with moderate wind and squally from N, steering E all sail set, nothing in sight, employed in fitting boats for whaling Middle pars light airs with main squally from N N steering E latter pars light wind from steering E all sail set, employed in fitting boats and other ship duty, most of the men sea sick

Lat 38°. 50 N Long 68°. 50 W

Log, Aug 1848

Wednesday Aug 23d

I Commences with light wind from S.S.W. steering E. two sail in sight Middle part wind light from W to W steering E. last part lively breze from S steering E. nothing to be seen, many of the Men sea sick, employed in fitting the Boats and ship for Whaling

Lat 39.49 N Long 60.12 W

Thursday Aug 24th

All this 24 hours lively breze from S & W steering E. employed in fitting ship and boat for Whaling; a sail in sight a number of the men sea sick

Lat 39.41 N Long 58.41 W

Friday Aug 25th

All this 24 hours moderate wind from S by the wind E, with rain squalls, over cast boon nothing about coaching, from every appearance he had never been on board of a vessell in that capacity, two sail in sight

Lat 39.26 N Long 54.20 W

Saterday Aug 26th

First part strong wind from S E, last part calm, by the wind S E by E, tacked ship to the S.W. & E, a sail in sight, a number of the Men sea sick, employed in ship

Lat 37.24 N Long 54.49 W

Sunday Aug 27th

All this 24 hours strong wind from E, by the wind S.W. E, took in the Sil and Main sail, and double reefed the top sails, a number of sail in sight, employed in ship Duty

Lat 37.14 N Long 55.30 W

Monday Aug 28th

All this 24 hours strong breze from E by the wind S.W. E, a Barke close to us, the ship leaking about 18000 strokes per 24 hours a number of Men sea sick, one with the Lung Disease,

Lat 37.09 N Long 57.50 W

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Tuesday Aug 28th

Commences with strong wind and squally, from S E by the wind E by S E double reefd topsails, nothing in sight employed in ship duty, three men sick, rainy Middle part strong wind from E by S by the wind S by E latter part light wind from E by S E by the wind S, pleasant weather, employed in ship duty, all sail set, ship still leaking

Lat 39° 20 18 Long

Wednesday Aug 30th

Commences with light wind from S S E and pleasant, steering E by S, pleasant weather, nothing in sight employed in ship duty, sent up a new Shanker path, having broke the old one Middle part strong wind and squally, double reefd the top sail, wind S steering E latter part strong wind and squally from S W, steering E, nothing in sight employed in ship duty, 8 men sick ship still leaking

Lat 41° 27 18 Long 58° 38 W

Thursday Aug 31st

Commences with strong wind from W steering E, nothing in sight, employed in ship duty, 8 men sick, Middle part strong breze from W steering E, all sail set, latter part strong breze and squally from W to S W steering E by S, all sail set, employed in ship duty, nothing in sight, 8 men sick, ship still leaking

No Observation

Log 1848

Friday September 15

Commences with moderate wind and squally from W steering E S E nothing in sight, employed in ship duty, Middle part strong breze from S S W steering E S E all sail, latter part strong wind from S S W steering E by S, a sail in sight, employed in ship duty, 8 Men sick, ship still leaking

Lat 40.56 N Long 49.10 W

Saterday Sept 2d

Commences with strong wind from S W by S steering E by S a sail in sight at 4 P M took in the top gallant sail, and at 7 single reefed the top sails employed in ship duty, Middle part moderate gale from S by W steering E by S, at 7 P M single reefed the top sails, at 8 double reefed and took in the Main sail and fell, latter part heavy gales from S S W to S W at 1 A M hove the ship to under a close reefed main top sail, and fore top Mast stay sail, took in the Bow Boat and turned up. Wash boat, saw black fish

No Observation

Sunday Sept 3d

Commences with heavy gales from S W bring to heading W S W, took in the fore top mast stay sail, at 5 bells aft E S E and made sail, a Kanaka in loosing the fore top sail fell from the yard to the deck, but as far as we can judge he has not received a fatal wound, Middle part strong wind from S S E S E shook out two reefs latter part moderate wind from S S E steering E by S, nothing in sight, employed in sail duty, the Man that fell from aloft seemed to be quite unwell he got up and went forward

Lat 40.42 N Long 41.42 W

Log 1848

Commences with moderate wind from S by E steering S by E, one sail in sight steering S. W. employed in ship's work, nothing to be seen, Middle part light wind from S by E and moderate steering E by E, latter part light wind from S by E the wind E by E nothing in sight, employed in ship's work all sail set, 8 o'clock the men left from aloft, ship getting along very well, one man hurt some.

Lat 40.16 N Long 40.00 W

Tuesday 15th

Commences with light winds and calms leading to the S & E, one sail in sight employed in ship's work, steered the inward bound for Transatlantic, nothing special, Middle part light wind from S E at 10 A.M. to be shift to the E by S, all sail set, latter part light wind from S E by the wind E by S, all sail set, nothing in sight, 8 men off duty, ship still leaking, employed at ship work

Lat at 12 [illegible]

Wednesday 16th

Commences with moderate wind and pleasant weather, from S E by E to the wind E, all sail set, employed in ship's work, the sun about 2 an hour high, fair weather, could not make out what we were probably [illegible], Middle part light wind from S by the wind E by E latter part light wind from S E by the wind [illegible], all sail set, employed in ship's work, nothing in sight, 8 men sick.

Lat 37.45 Long 57.30 W

[illegible] September 1848

[illegible]

Commenced with light airs from W. steering E. S. E., [illegible] light, [illegible] Middle part strong winds from S. W. steering S. E., Latter part strong winds and squally, from S. W. steering S. E. close reefed the top sails, and took in main sail, and fill, after the wind veered round, made sail, weather in sight, employed in [illegible] men sick

Lat 37.31 N Long 36. [illegible] W

[illegible]

Commenced with strong winds from W. steering E. S. E., [illegible], nothing in sight, employed in [illegible], Middle part to wind, Latter part [illegible] Senate, wind S. S. W. steering [illegible] S. E., a sail in sight, employed in [illegible], [illegible] sick

Lat 38.54 N Long 30.13 W

Log of Lenox 1848

Sunday Sept 10th

Commences with moderate winds from S.E. to S. we have set the lights off to the S.E. the S.E. is blown, we set sail, shorten sail, latter part strong wind from S.E. to S. the wind S.E. blows sail nearly lay to all the day. Pile large. Shoots lower for them. Sailors were off, going south to wind ward, Found the [illegible] 5 leagues bearing per Compass S. to Lat 38.48 N Long

Monday Sept 11th

Commences with strong wind from S.E. a number of sail in sight at 4 bells S. E. Lat. moderate weather on our weather quarter, lay to all day, awakened by a strong Rain, Middle part moderate wind with rain from S.E. looking up in the night, hard blow with squall from S.E. inclining for whales saw in sight, and a number of birds, and bagged in which birds

Lat 39.45 N

Tuesday Sept 12th

Commences with strong wind from S.E. inclining for whales, the land in sight at 8 bells bagged one, put in sight two whales to be seen, and bagged in which birds. Middle part moderate wind and pleasant, near the latter part light airs from S.E. inclining for whales near in sight, also a number of sail in sight, also a number of birds in sight, and bagged in which birds

Log of September 184[illegible]

Wednesday Sept 13th

Commences with light winds from [illegible], [illegible] [illegible] [illegible], and a [illegible] [illegible] [illegible], [illegible] [illegible] [illegible], [illegible] [illegible] [illegible] [illegible], Middle part light winds and calm, Latter part very light wind from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the Captain went on shore, [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] Elnore, also Shipped two Portuguese, laying off and on

Thursday Sept 14th.

Commences with light from [illegible] laying off and on, a number of ships in [illegible] [illegible] [illegible], the [illegible] came on board, with recruits, standing off from the land, Middle part calm, Latter part the same, [illegible] [illegible] 5 leagues off, a [illegible] [illegible] [illegible] in sight, [illegible] [illegible] [illegible] [illegible] Duty

Lat 38.20 N Long 28.37 W.

Friday Sept 15th

Commences with calm and [illegible] [illegible] [illegible] 5 leagues off, a number of [illegible] in sight, [illegible] [illegible] [illegible] [illegible], Middle part calm, Latter part light wind from [illegible] [illegible] [illegible] wind S.W., the land [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], [illegible] employed in [illegible] [illegible] pleasant weather

Log - Expedition - 1848

Saturday - 15th 16th

Commences with moderate wind from S.E to the wind to S.W, brow hail in sight, also gull, employed in this Lat, no whales to be seen Middle & latter parts moderate, brow hail in sight, no whales to be seen, employed in this Lat.

Lat 51.56 Long

Sunday 17th

Commences with calms, one sail in sight, no whales to be seen, plenty of jellyfishes, employed in the Lat, Middle & latter parts the wind, employed in this Lat, one sail in sight, also brow hail, no whales to be seen, this morning the hogs running about with two large pieces of meat

Lat 88.28 Long

Monday 18th

Commences with calms, one sail, we saw many whales, lat in sight, employed in this Lat, middle & latter parts the wind S.W, the men can off with the meat in, complaining that they did not have enough to eat, Middle & latter parts calm, employed in cooking the Bread, one sail in sight no whales to be seen

Lat Long

Log [illegible] 1848

Tuesday [illegible]

Commenced with calm [illegible] and [illegible] and [illegible] [illegible] light, Middle part calm Latter part light wind from [illegible] [illegible] [illegible] in sight, [illegible] [illegible] [illegible] employed in [illegible] bread, and other Ships Duty, Ship leaking same, 2 men sick

[illegible] [illegible]

Wednesday [illegible]

Commenced with moderate wind from [illegible] [illegible] [illegible] in sight also a sail, employed in [illegible] [illegible] [illegible] [illegible] [illegible] the light sails, and tacked ship to the [illegible], rain squalls, Middle part light wind and [illegible] [illegible] [illegible] the [illegible] latter part the same 3 sail in sight, at [illegible] spoke the ship [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] ship Duty

Thursday [illegible]

Commenced with [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] took in the light sails, and [illegible] up the courses, Middle part strong wind [illegible] [illegible] [illegible] [illegible] ship [illegible] Latter part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] strong [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] ship [illegible]

[illegible] [illegible]

[illegible]

Friday [illegible] 22

Commenced with strong winds from [illegible] Middle part strong winds from S.E. steering S [illegible] Thermometer [illegible] Lat [illegible] Long [illegible]

Saturday [illegible] 23

Commenced with fresh breezes from [illegible] Thermometer [illegible] Lat [illegible] Long [illegible]

Sunday [illegible] 24th

Commenced with strong winds from [illegible] Thermometer [illegible] Lat [illegible] Long [illegible]

Monday [illegible] 25th

First part strong winds from [illegible] steering [illegible] Lat [illegible] Long [illegible]

Log September 1848

Tuesday Sept 26th

[illegible] moderate wind from [illegible] Pleasant [illegible] in sight [illegible] Latter part the [illegible] Meridian [illegible] Transits [illegible] [illegible] Before, left Clouds, with the small Rope, on board, to Men Down.

Lat 28.16 N. Long

Wednesday Sept 27th

Commences with moderate wind [illegible] pleasant weather employed in High Duty, 2 sail in sight [illegible] Last part wind [illegible] Bearing [illegible] 3 sail in sight, employed in Ship duty

Lat 28.04 N Long 22.32 W

Thursday Sept 28th

Commences with moderate wind from [illegible] pleasant weather 3 sail in sight, Last part the same, sail in sight, employed in High Duty

Lat 28.13 N Long 22.[illegible] W

Friday Sept 29th

[illegible] with moderate wind from [illegible] pleasant weather 3 sail in sight, Last part the same, sail in sight, employed in High Duty

Lat 23.4[illegible] N Long 22.2[illegible]

Saturday Sept 30th

Commences with [illegible] wind from [illegible] pleasant weather 3 sail in sight [illegible] Last part [illegible] [illegible] in the [illegible] [illegible] [illegible] [illegible]

Lat 20.44 N Long 23.51 W

Log: October 1848

Sunday Oct 1st

Commences with light winds from E to S.E. Nothing in sight, at half 7, Middle part, then wind on south, ran to Latter, light winds, moderate, fine weather, nothing in sight.

Lat 17.53 S Long 24.06 W

Monday Oct 2d

Commences with light wind from S.E. with a heavy swell, steering W. nothing in sight, last part light wind from E & St Nicholas, saw a number of other Islands in sight, we hoisted to see

Lat Long

Tuesday Oct 3d

First part calm a number of Cape Verde Islands in sight, also three sail on the lee bow. Last part light wind from E steering S.W. St Anthony in sight, we sail the light, overhaged in high lat.

Lat 17.00 S Long 24.45 W

Wednesday Oct 4th

First part light wind from E steering S.W. St Anthony in sight, also three sail, overhaged in high lat. Last part the same, a number of other islands St Antonio

Lat 16.41 S Long 24.4 W

Thursday Oct 5th

First part strong breeze from E.S.E steering S.W. a number of sail in sight, also St Jago, one Brava, exchanged signals with an English Barque. Latter part strong breeze from E.S.E steering S.W. W. at 8 bell set, employed in ship work, a number of sail in sight, saw Black Fish, did not have a time to get close, saw Brava on our weather quarter.

Lat 15.53 S Long 24.30 W

October [illegible]

[illegible] 1850

Commences with [illegible] from E & E steering S, a number of sail in sight. Last part light winds from E to E steering S, a number of sail in sight. Last part the day employed in ship work, a number of sail in sight.

Lat 18° 48' Long [illegible]

Sunday Oct 8th

First part light winds from S to E steering S, employed in ship work, a number of sail in sight. Last part light winds to S.E. steering S, a number of sail in sight, at 10 A.M. the captain preached on board of the Dove from London, no whales to be seen employed in ship work.

Lat [illegible] Long [illegible]

Monday Oct 9th

Begins with light winds from [illegible] steering [illegible] in company with [illegible] Last part light winds from S.E. to the wind S.S.W., a number of sail in sight, employed in ship work.

Lat [illegible] Long 24° [illegible]

Tuesday Oct [illegible]

First part light winds from S.E. to the wind S.S.W., a number of sail in sight. Last part [illegible], employed in ship work.

Lat 8° 24' Long 24° [illegible]

[illegible] October [illegible]

Wednesday Oct 11th

[illegible] from E to [illegible] [illegible] sail in sight, Lat. last high altitude [illegible] Steering [illegible] employed in this [illegible] a number of sail in sight, Lat. last [illegible] employed in ship [illegible] Lat. 7.01 N Long

Friday Oct 13th

First hard light variable [illegible] [illegible] working the [illegible] Southerly [illegible] in [illegible] Eng [illegible] Cadiz, [illegible] to San Francisco [illegible] sail in sight, Lat. last [illegible] light altes and variable with [illegible] a number of sail in sight employed in this [illegible]
Lat. Long

Saturday Oct 14th

First hard [illegible] variable from S [illegible] a number of sail in sight, Lat. last [illegible] light airs and variable, with [illegible] a number of sail in sight employed in this [illegible]
Lat. [illegible] Long 28.10 [illegible]

[illegible] 15th

First hard [illegible] and variable with [illegible] a number of sail in sight, Lat. last [illegible] a number of sail in sight. Lat. about 30.50 N Long.

[illegible]

[illegible] with plenty of rain, mowhing to [illegible] light

Lat [illegible] Long [illegible]

[illegible] fall in light

about 5 P.M. 30 [illegible]

[illegible]

very much [illegible] from S. mouth

[illegible] Lat [illegible] the same with rain

[illegible] Light airs in Ship [illegible]

[illegible] Observation

Wednesday Oct. 18th

Commences with light winds from [illegible] and [illegible] with plenty of rain, mowhing to the [illegible] number of fall in light

Lat [illegible] Long [illegible]

Thursday Oct. 19th

[illegible] light airs and variable mowhing to the [illegible] a number of fall in light

Lat 4° 50' S Long 21° 00' W

Friday Oct 20th

Commences with light airs and variable mowhing to the [illegible] number of fall in light, latter part the same with [illegible] in Ship [illegible]

[illegible] Observation

Saturday Oct 21st

Commences with light winds from [illegible] & with plenty of rain, a number of fall in light, latter part light winds from [illegible] & the winds [illegible] number of fall [illegible] in Ship [illegible]

Lat 3° 25' S Long 29° 27' W

[illegible]

[illegible] Oct 22

[illegible] Latter part moderate wind [illegible] Latter part moderate wind [illegible] Lat [illegible] Long about 21.20 [illegible]

[illegible] Oct 23

First part strong wind from the E with [illegible] Latter part moderate wind [illegible] employed in [illegible] one sail in sight

Lat 1.01 N Long 22.57 W

Tuesday Oct 24th

First part moderate wind from [illegible] Latter part light wind [illegible] one sail in sight [illegible] employed in [illegible]

Lat [illegible] S Long 24.15 W

Wednesday Oct 25th

First part moderate wind from [illegible] Latter part [illegible] one sail in sight employed in [illegible]

Lat 2.15 S Long 25.00 W

Thursday Oct 26th

[illegible] strong trade [illegible] one sail in sight Latter part strong trade [illegible] nothing in sight

Lat 4.42 S Long 24.14 W

Friday Oct 27

First part strong trade from the [illegible] nothing in sight, Latter part moderate wind from E & [illegible] nothing in sight employed in [illegible]

Lat 6.59 S Long 24.20 W

Log: October 1845

Saturday Oct 28th

Commences with moderate wind [illegible] Latter part the [illegible] ship in [illegible]

Lat [illegible] Long [illegible]

Commences with light wind from [illegible] Latter part light airs [illegible] steering [illegible] Long [illegible]

Monday Oct 30th

Commences with light airs from [illegible] Latter part light airs with [illegible] from S & E steering [illegible] sail in sight [illegible]

Lat [illegible] Long

Tuesday Oct 31st

[illegible] with main [illegible] steering [illegible] sail in sight, Latter part [illegible] with a [illegible] sail in sight [illegible] ship Duty

Lat [illegible] Long [illegible]

[illegible]

[illegible] Latter part [illegible] from S & E [illegible] sail in sight, [illegible] sail Latter part the [illegible] employed in Ship Duty

Lat 14 23 S Long 32 57 W

Lego November 1848

Friday Nov 3d

First hard strong wind from S & E and squally, at the wind S W, at 6 P.M. the wind shifted to the E & S E in a squall thunder and lightning, nothing in sight, latter part moderate wind from S S E & E by the wind S W, employed in ship, only one sail in sight, steering to the N

J B Clement

Saturday Nov 4th

First hard moderate wind and variable with rain squalls, by the wind S W and S S W, one sail in sight, latter part, the same no sail in sight

Zah Long

Sunday Nov 5th

First hard light breeze from S & by E steering S W by S, employed, one sail in sight, and Lager in ship sick, Zalla first the same, this night there was an attempt made by some of the people to take a boat and leave the ship, the grites of the starboard watch were sick, and a great many deaths in their lines in the other watch some have even heard, and the sails rot, adrift from the masts, we do not know they were, but it being the sabbath, the Capt thought it best not to interfere until the Monday, one sail in sight.

Zah Long

Monday Nov 6th

Commences with light breezes on E S E, at 1 P.M. spoke the Ship Lorenzo of Nantucket, the Capt came on board at 3 P.M. & took up 7 days, sail in sight, one sail in sight

Middle, hard light breeze from E steering S W, latter part, at about 7 P.M. the Capt ordered all hands aft to ascertain the whole of the mutiny, the mutineers were that night attempted to take the starboard boat and desert the others, it being ordered the boat found in the boat to be brought on board the cabin, and where to whom they belong,

Continued on the next Page

[illegible] [illegible] continued

under the [illegible] Articles were found and
named viz — 3 Shirts, 2 prs Pants, 1 Blanket, 1 hat
and a piece of cloth, [illegible], claim
a Shirt, & [illegible], 3 prs of [illegible], 1 Coat,
[illegible] 6 [illegible], 6 Calico Shirts, 3 prs Pants, 2
[illegible] handkerchiefs, and all the above were new
or nearly so. He told the [illegible] the [illegible]
some time in a very feeling manner, and told
them of the [illegible] [illegible], that they
had [illegible] attempted to rob the [illegible] on
the [illegible] [illegible], which would not have been
[illegible] [illegible] punishment [illegible] the [illegible]

of the [illegible] [illegible] was [illegible] him
of his [illegible] [illegible] the [illegible], that they had dism-
antled the other boats, to avoid [illegible], by heav-
ing over-board the [illegible], [illegible], and cut-
ting the sails, and cutting them from the
masts, also cutting the [illegible] and taking [illegible]
[illegible], [illegible] [illegible] [illegible] [illegible], &c,
& that it [illegible] on him, as [illegible], to
Punish them for such [illegible] [illegible].
[illegible] Delano [illegible] [illegible], were mentioned
both spoke up and said they expected to be
Punished, [illegible] [illegible] [illegible] ordered the [illegible]
[illegible] [illegible] [illegible] rigging, [illegible] [illegible] were
placed there, he turned to the Ship's Company

and told them he had consulted with the
Officers and that they all considered that it was
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] at sea before, whether
they would [illegible] these men [illegible] [illegible] [illegible]
[illegible], [illegible] was [illegible] [illegible]. [illegible] [illegible] [illegible] the
question [illegible] [illegible], [illegible] [illegible] [illegible] there
[illegible] [illegible], he [illegible] [illegible] [illegible] & [illegible]
[illegible] 2 [illegible], [illegible] afterwards were given 2 more
[illegible] [illegible] [illegible] [illegible] 12 blows in all, &
[illegible] [illegible] 11 blows, with a piece of [illegible]
[illegible] [illegible] line, he then asked them if they
would behave themselves in a becoming manner
for the [illegible] [illegible] of there Duty

Lat [illegible] [illegible] Long 38 .. 18 [illegible]

[illegible] November 1845

On the 3rd & 4th [illegible]

they all promised the month, the Capt. then told the officers to take them, upon which was immediately done, &c

We the Officers, and part of the Crew of the Ship Fortune of Fairhaven do hereby certify that the above statement is correct to the best of our knowledge and belief, and that the course pursued by the Captain was absolutely necessary to restore order and the subordination on board of the ship, and that, from what we saw, was entirely without passion or malice on the part of the Capt.

as witnesses our hands

[illegible] Kemp 3 Mate, Boatsw.
Wm Barnet 2d Mate
Thomas C Harding 3 Mate
Edmund J. Cadwell 4 Mate
Lewis D Crowell Boatsteerer
[illegible] do
[illegible] Brown, do
[illegible] do
[illegible] Carpenter
David H. Greene Cook
João Silva Seaman

Manuel his X mark Thomas, Seaman
Hardy, Seaman
John his X mark Manuel, Seaman
John his X mark Allen Phelps Seaman
This will certify that the persons whose names are underwritten, I have read the above statement, but they are not able to sign it
[illegible] Cook, [illegible] Steward
[illegible] Hardy 3d

Lat. 24.18 S Long 40.30 W

Wednesday Nov 5th

First, hard strong wind from N and rainy, steering S.W., nothing in sight, employed in the ship. Latter part rainy, S.W. by the wind, nothing in sight, employed in the ship. Lat 25.48, long 40.45 W.

[illegible] November 1854

Thursday [illegible]

[illegible] with high breezes from [illegible] wind W, all sail [illegible] [illegible] light

Latter part the [illegible], 1 schooner in sight [illegible] employed in shift [illegible]

Lat 25.41 Long 42.35

day [illegible]

[illegible] hard, moderate wind from [illegible] [illegible] by the wind W, saw one [illegible] schooner in sight. Latter part [illegible] to [illegible] E, steering [illegible] employed in shift [illegible]

Lat 26.16 Long 43.35

Saturday 18 Nov 11

[illegible] strong breeze from E to E steering [illegible] in sight, employed in [illegible] Latter part [illegible] to [illegible] E [illegible] in point of [illegible] steering [illegible] employed in shift Daily [illegible] observation

Sunday 19 Nov 1854

[illegible] hard, light wind from E to one [illegible] steering [illegible] by S one gain back [illegible] Latter part wind [illegible] to the [illegible] in sight [illegible] the [illegible] in light [illegible] latter half.

Lat 29.18 Long 49.30

[illegible] Nov 14

[illegible] hard breeze wind from [illegible] by the [illegible] [illegible] latter part [illegible] light

Lat 28.50 Long [illegible]

Tuesday 15 Nov 14

[illegible] moderate from S [illegible] latter [illegible] W steering [illegible] in sight

Long

Long. Observation 1815

Wednesday Nov. 15th

First part, calm, a big rain sight, sent down the stain Tops, laid the rigging, latter part light breeze. Steering S.W. 6 P.M. Hauled the Boy, Bryden off from the main topsail, this day

Lat. 24.44 Long. 47.02 W

Thursday Nov. 16th

First, light variable wind from N.E. steering S.W. made sail, hoisted topsails, and hoisted the Main sail, had a heavy sea, latter part of the time, saw a number of [illegible] in the [illegible]

Observation

Friday Nov. 17th

First part light wind from N.E. steering S.W. nothing to be seen, unpleasant in the night, latter part moderate wind from N.N.E. steering S. saw a number of [illegible] in the [illegible], one we killed a [illegible] whale but was not sure of it, this day [illegible] Bryden in Ship duty

Lat. 34.20 S Long. 47.07 W

Saturday Nov. 18th

First part moderate wind and pleasant from S.S.E. steering S. we hoisted [illegible] of sun sail and hoisted to the wind heading W. latter part the wind

[illegible] W. the wind S. I saw a number of [illegible], employed in ship duty

Lat. 34.31 Long. 47.11 W

Sunday Nov. 19th

First part strong wind from S.S.E., at 1 P.M. [illegible] the [illegible] to be [illegible] in the night, one sail [illegible] latter part strong wind from S.S.E. the wind S.S.E. steering S.W. employed in ship duty, [illegible] double reefed top sails

[illegible]

Log: November 1846

Monday Nov 20th

First hard strong breze from S W with a head sea, by the wind 8 P M, nothing in sight, Falls part three min on gun [illegible] nothing on sight, under double reefed top sails, and top sail, ship easy

Lat 34 35° S Long 49 a 45° W

Tuesday Nov 21st

First hard moderate breze from S W to the wind W under double reefs to rough to [illegible] nothing in sight, Falls part calm, employed in ship duty

Lat 34 45° Long 50 a 28 W

Wednesday Nov 22d

First part calm, and pleasant, nothing in sight, [illegible] Falls part [illegible] Saw a school of Sperm Whales going to windward quick however for their back could not get near them; two sail in sight, employed in ship duty

Lat 35 55 S Long [illegible]

Thursday Nov 23d

First hard strong breze from W S W steering E N E and [illegible] in sight, at dark the wind died Falls part three min on [illegible] from S to S S W nothing in sight, [illegible]

Friday Nov 24th

First fresh strong gale from S S W lying to under a close reef in main top sail and main sail, nothing in sight Falls part [illegible] moderate [illegible] nothing in sight, [illegible]

Lat [illegible] Long 52 a 4[illegible]

Saturday Nov 25th

[illegible] nothing [illegible] Falls part [illegible] nothing in sight, [illegible]

Lat 35 34 S Long 52 a 31 W

Log of November 1878

Sunday Nov 26th

First hard moderate wind from S.W. by the noon S.W. saw 11 boats [illegible] Latter part light airs & variable & light airs in backs in sight

Lat 27 S Long 42.15 W

Monday Nov 27th

First hard light wind from S.W. at the noon S.W. saw a flight of birds at dark [illegible] in sight, and broad round the yard the wind inclined to E & E, latter part light wind from S & E, the wind S.E. [illegible] of the [illegible] & hauled [illegible] in sight

Lat 25.[illegible] S Long [illegible] W

Tuesday Nov 28th

First hard light wind from S and pleasant the wind W.S.W. nothing but [illegible] at 6 P.M. taked [illegible]

Latter part moderate wind from S.W. by noon S.W. & E. [illegible] in sight, saw a number of [illegible] in sight

Lat 40.05 S Long 53.05 W

Wednesday Nov 29th

First hard moderate wind from S by the noon S.S.E. saw a number of birds, a [illegible] in sight at 6 P.M. taked [illegible] Latter part light wind from S.S.E. to the W by S. [illegible] in sight, [illegible]

Lat [illegible] S Long 52.2[illegible] W

Thursday Nov 30th

First hard moderate wind from W.S.W. W.S.W. saw [illegible] of Mantuck, steering S.W. by S. Latter part [illegible] W.S.W. [illegible] S.E. Mantuck [illegible] in sight, [illegible]

Lat 42.[illegible] Long 50.22 W

Log December 1848

December 1st

First part moderate gale from W. S. W. Steering S. W. by S. under double reefed top sails and courses, the sails on in sight, employed on board, Latter part light wind and variable, steering S. W. by S., nothing in sight, employed on board ship duty.

Lat. 42 45° Long 59 45° W

December 2d

First part moderate wind from S. S. E. steering S. W. by S. under reefed top sails, sent down the fore royal mast, and bent a fore gallant yard, rainy, latter part moderate gale from S. steering S. W. by S. all sail, nothing in sight, employed on ship duty.

Lat 42 10 S 59 50 W

December 3d

First part moderate gale from S. the wind [illegible] all sail [illegible] in the watch, latter part moderate gale from S. steering S. W. by S. all sail, nothing in sight, employed on ship duty.

Lat 45 08 S Long 56 45 W

December 4th

First part moderate gale from S. steering S. W. under all sail, hail, sleet and rainy weather in the forenoon and watch, latter part moderate wind from S. by the wind S. all sail, [illegible] employed in ship duty.

Lat 47 08 S Long 59 05 W

December 5th

First part moderate wind from W. by S. by the wind S. W. by S. [illegible] in sight, [illegible] on board in the [illegible], latter part light wind from W. all sail, [illegible] squalls, by the wind S., employed in ship duty.

Lat 4[illegible] S Long 64 32 W

December 6th

First part light breezes from S. S. E. steering S. W., nothing in sight, employed in ship duty. [illegible] a human skeleton. Latter part wind ship [illegible] steering [illegible] employed in ship duty.

Lat 49 [illegible] Long [illegible] W

Log. December 1848

Thursday Dec 7th

First part moderate gales from W to W by the wind S, courses close reefed topsails and fore sail, nothing in sight, latter part moderate wind from W S W by the wind S, a sail in sight, employed in the ship's duty

Lat 41.31 S Long 61.12 W

Friday Dec 8th

First part strong breeze from W S W by the wind S, nothing in sight, squally topsail in the last gale and sails, latter part light wind from W S W, saw the Island Tasa and Nuage, bearing per compass S by E ½ E, to the ship at 8 to 16 to the p.m., at 10 to 16 wind shifted to the S S W, tacked ship to the W S W, the land 10 leagues (found the boat, and brought four fathoms, white and black sand) fine pleasant weather all sail set,)

Lat 50.28 S Long 61.33 W

Saturday Dec 9th

First part moderate wind from S by E steering W S W, at 6 to 16 steering S W, the land bearing per compass S E, dist 8 leagues, the ship going at the rate of 5 miles per hour, (some distance between the Cook and the Man, and at his own desire the Cook left line go before the mast, and let Manuel a Portuguese take his place,) Middle part moderate wind from S steering S S W, nothing in sight, latter part strong breeze from W steering S and squally, nothing in sight, employed in the duty

Lat 51.50 S Long 62.50 W

Sunday Dec 10th

First part strong wind from S by W by the compass, nothing in sight, employed in the duty of the ship, heading W by S, pleasant, bending new topsails, Middle part light wind from S steering S by W, latter part moderate wind from W steering S by W, pleasant, all sail set, nothing in sight, employed in the duty

Lat 52.45 S Long 62.48 W

Log. [illegible]

Sunday Dec 11

[illegible] steering S [illegible] steering NS [illegible] in sight, nothing in sight, Middle part [illegible] wind from [illegible], Latter part strong winds and [illegible] from S.E.W., light wind S.E., at 8 [illegible] [illegible] towards the boat and have with us [illegible] at 8 [illegible] on board, took in the [illegible] boat, two hail in sight, [illegible] in sight [illegible]

Lat [illegible] Long 68.08 W

Monday Dec 12th

First hard light rain [illegible] the wind [illegible] later [illegible] in sight, [illegible] Lat 21 while [illegible] in sight [illegible] steering to the [illegible], Middle part light airs from the W, at 2 [illegible] they saw a shoal of sperm whales, close to the ship, it being dark could not see them before, lowered the boats as quickly as possible, the starboard boat went, [illegible] one and missed him, she went, [illegible] the second time, and fastened with one iron, the whale sounded and took out nearly all the line, when the iron drew, as it was not the same on board, the land in sight, also 3 sails

Lat 5°11 S Long 62.37 W

Wednesday Dec 13th

First hard rain, saw whales the windward about 3 miles off, [illegible] them to be sperm whales, did not lower, [illegible] in sight, [illegible] in ship [illegible], [illegible] steering for Tristan [illegible] S, lat [illegible] at 8 [illegible] Middle part moderate wind from S by E, steering S by W and rainy, Latter part [illegible] the S.E. by the wind [illegible] in [illegible] in [illegible]

Lat 5°5.32 S Long 68.02 W

Log Book [illegible] 1865

Thursday Dec 14th

[illegible]

Middle part moderate wind from [illegible]

[illegible]

Lat [illegible] Long [illegible]

Friday Dec 15th

[illegible]

Middle part the wind, latter part light from [illegible] steering [illegible] a sail in sight [illegible]

Lat 57.40 S Long 69.37 W

Saturday Dec 16th

[illegible]

Middle part moderate wind [illegible]

Lat 56.38 S Long 70.46 W

Sunday Dec 17th

[illegible]

Middle part light wind [illegible]

Lat [illegible] Long [illegible]

Monday Dec 18th

[illegible]

Middle part light [illegible]

[illegible]

Lat [illegible] Long [illegible]

[illegible]

Middle part [illegible]

Lat 56°.45' S Long [illegible]

Tuesday Dec 20th

[illegible] light [illegible] Latter [illegible]

Lat [illegible]

Thursday Dec 21st

First part light [illegible] Middle part [illegible] [illegible] in ship [illegible]

Lat 56°.18' S Long 77°.49

Friday Dec 22d

[illegible] Middle part [illegible]

Lat 56°.14' S Long 77°.46' W

Saturday Dec 23

First part [illegible] Middle part [illegible]

Tuesday Dec 24

[illegible] part, moderate, wind from [illegible] the wind it [illegible] the [illegible] weather, [illegible] light, all sail set, employed in [illegible] work, Middle part 7 PM [illegible] ship to the [illegible] strong wind from [illegible] Latter part strong [illegible] employed in ship duty

Lat 50.3 N 08 S Long 81.40 W

Monday Dec 25th

First part strong wind [illegible] 12 PM steering [illegible] all sail, clear, employed in ship duty, Middle part light wind [illegible] 12 M [illegible] latter part light [illegible] to the [illegible] latter part heavy gale from [illegible] close reefed sail, and May sails, with a bad sea [illegible] employed in ship duty [illegible] 12 M fore yard [illegible] ship duty

Tuesday Dec 26th

[illegible] with a bad sea, from [illegible] 12 M, Middle part the [illegible] latter [illegible] from [illegible] 12 M [illegible] weather [illegible] heavy, rainy, employed in ship duty.

Lat 49 Observation

Wednesday Dec 27th

[illegible] from [illegible] 12 M and rainy [illegible] 12 M, nothing [illegible] ship duty, Middle part [illegible] latter part [illegible] 12 M [illegible] wind [illegible] the [illegible] sail and May sails [illegible] wind [illegible] strong [illegible] from [illegible] latter part [illegible] 12 M and rainy [illegible] employed in the main [illegible] ship duty [illegible]

[illegible]

Log [illegible]

[illegible]

[illegible] Middle part [illegible] nothing in sight, [illegible]

Friday Dec 27th

First part strong breeze from [illegible] tail, and courses, nothing in sight [illegible] Middle part strong [illegible]

Saturday Dec 28th

[illegible] Middle part strong wind from [illegible] [illegible] nothing in sight [illegible]

Log January 1849

Sunday Dec 31st

[illegible]

Lat 46° 59' S Long 88° 00' W

Monday January 1st 1849

[illegible]

Lat 45° [illegible] Long [illegible]

Tuesday January 2

[illegible] Middle strong heavy gale from [illegible] at 8 AM reefed the fore sail, hauling [illegible]

Lat 43° 59' S Long 78° 18' W

[illegible] 1849

[illegible] Jan 3d

First part [illegible] with a [illegible] steering [illegible] Middle [illegible] [illegible] steering [illegible] nothing but [illegible] to be seen. Lat 41.17 & Long 78.00 W

Thursday Jan 4th

First part light wind and pleasant [illegible] Middle & latter part [illegible] Lat 39.38 & Long 79.11 W.

Friday Jan 5th

[illegible] Lat [illegible] & Long [illegible] W

[illegible] Jan 6th

[illegible] steering [illegible] & Lat 8 [illegible] steering [illegible] Lat per [illegible]

[illegible]

[illegible]

Lat 33° 45° S Long 81° 57 to for Wly 59 Miles

[illegible] Dec 8th

First part light airs from [illegible] W[illegible] [illegible] light, employed in [illegible] [illegible] Lat part light airs from [illegible] W the [illegible] [illegible] light

Lat [illegible]
Long [illegible]

Wednesday Dec 9th

First part light airs and calms from [illegible] W [illegible] light airs [illegible] the [illegible] [illegible] a Sperm Whale Lat part light airs from [illegible] W [illegible] light

Lat [illegible]
Long [illegible]

Thursday Dec 10th

First part light airs from [illegible] W [illegible] light airs [illegible] Lat part strong winds from [illegible] W [illegible] light airs employed in [illegible]

Lat 33° 45° S Long 82° 20 W

Friday Dec 12th

First part strong breeze from [illegible] W [illegible] light airs employed in [illegible] Lat part light airs from [illegible] light airs employed in [illegible] to windward [illegible]

Lat 33° 45° S Long 83° [illegible] W

First part light airs [illegible]
S W pleasant, three sail in sight [illegible]
forenoon at 5 P.M. saw a ship [illegible]
[illegible] the top gallant sails, and steered S East part
[illegible] the ship
[illegible] proceeded on [illegible] but [illegible]
[illegible] 42 miles, employed in

Lat 34.06 S Long 185.50 W

First part strong wind from N W by the
[illegible] wind
[illegible] hill, [illegible] to the [illegible]
[illegible] the [illegible] sail, [illegible]
[illegible]
[illegible] with
flew [illegible] south the meridian, at [illegible] through
[illegible] gone [illegible] south the meridian, [illegible] through
a course of thirty miles Lat 35.04 Long 18.50

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Log Company [illegible]

Wednesday Jan 17th

[illegible]

Lat 34.8 Long 24.12

Thursday Jan 18th

[illegible]

Lat 33.9 Long 33.30 W

Friday Jan 19th

[illegible]

Lat 34.02 Long 33.58 W

Saturday Jan 20th

[illegible]

Lat Long

Sunday Jan 21st

[illegible]

Lat 33.50 Long 8.12

Monday Jan 22

[illegible]

Lat 33.50 Long 34.24 W

Tuesday Jan 25

Fresh fair, light winds and [illegible] at 5 P.M. [illegible] Thermometer [illegible] Saw [illegible] whales.

[illegible]

Wednesday [illegible]

Fresh fair, light winds and [illegible] from E by the north S W, at dark [illegible] the [illegible] from the [illegible] from [illegible] the [illegible] in [illegible] operation

Thursday Jan 25th

Fresh fair, strong breeze from S E by E [illegible] Thermometer [illegible] Saw [illegible] from S E by E [illegible] Fraziers [illegible] at 7 P.M. [illegible]

[illegible]

Friday [illegible] from S E by the north [illegible] Fraziers [illegible] at 7 P.M. [illegible]

[illegible]

Lat [illegible] January 1841

[illegible] day [illegible] 28th

[illegible] light winds [illegible] nothing in sight [illegible] Latter part light [illegible]

Monday Jan 29th

Fresh [illegible] breeze from [illegible] latter part [illegible] Steering [illegible] nothing in sight [illegible] employed in ship duty

[illegible]

Tuesday 30th

[illegible] breeze from [illegible] nothing in sight [illegible] latter part [illegible] more [illegible] to the [illegible] latter part [illegible] fresh [illegible] double reefed top sails [illegible] employed in ship duty

Lat [illegible] Long [illegible]

Thursday February 1st

[illegible] the wind [illegible] nothing in sight [illegible] light winds [illegible] employed in ship duty

Lat [illegible] Long [illegible]

Friday [illegible]

[illegible] breeze from [illegible] nothing in sight [illegible] latter part [illegible] employed in [illegible]

Lat 33.18 S Long 83.16 W

Log February [illegible]

[illegible]

[illegible] the wind E, breathing in sight, at [illegible] shortened sail, and wore ship to the S [illegible] Lat. fast, strong [illegible] [illegible] S. [illegible] [illegible] in sight [illegible]

[illegible]

[illegible] Lat. 33. 37. S. Long. 8 4. 15 W

Standard Feb 6th

First part, moderate wind, with rain [illegible] [illegible] tacked ship to [illegible] Lat. fast held [illegible] 10 [illegible] [illegible] from [illegible] [illegible]

Observation

Tuesday Feb 6th

[illegible] a [illegible] seen [illegible] [illegible] from [illegible] [illegible]

Wednesday Feb 7th

[illegible] shortened [illegible] Lat. fast strong [illegible]

[illegible] Lat. fast [illegible] [illegible]

Lat 34° 43 S Long

Saturday Feb

Sunday

Monday Feb 12

Tuesday Feb 13th

Lat 35° 18 S Long

Wednesday Feb 14th

Log [illegible]

Tuesday, 15th

[illegible]

Friday [illegible]

[illegible] Martha in sight, employed in [illegible]

Thursday [illegible]

[illegible] Martha in sight, employed in [illegible]

Lat 34° 46 S. Long. 75° 30 E.

Sunday, Feb. 18th

[illegible] employed in Ship

Lat 35° 0 S. Long. [illegible]

Monday, Feb. 19th

[illegible]

Lat [illegible] saw a Ship cutting, saw the land [illegible] employed in Ship Duty

Lat 36° 54 S. Long.

Tuesday, Feb. 20th

[illegible] Green Lawn [illegible]

[illegible]

February 1848

Wednesday Feb 21st

[illegible] day by breeze from [illegible] steer [illegible] and nauty nothing in [illegible] Eat, last part light wind and rainy, [illegible] Eat [illegible]

Last [illegible] 21st rainy

Thursday Feb 22d

[illegible]

Friday Feb 23d

[illegible] light wind from [illegible] windward, at dark [illegible] and [illegible] 5 miles, at dark [illegible] the town, at least [illegible] and [illegible] to the town [illegible]

Friday Feb 23d [illegible] is [illegible] looking for [illegible] the wind [illegible]

Saturday Feb 24th

[illegible] this 24 hours being [illegible] [illegible] nothing [illegible] for nothing.

Sunday Feb 25th

[illegible] this 24 hours pleasant weather, nothing doing, part of the crew ashore in [illegible]

Monday Feb 26th

[illegible] this 24 [illegible] weather, wind [illegible] in, nothing, are other [illegible]

Log February 1849

Tuesday Feb 27th

All this 24 hours light weather wind N, employed in painting the ship, and other duty,

Wednesday Feb 28th

All this 24 hours strong wind from SSW pleasant, employed in painting ship, and other harbour duty

March 1st

Thursday Feb 29th

All this 24 fine breze from the South pleasant employed in painting ship, and other duty

Friday March 2d

All this 24 hours strong breze from South and pleasant employed in harbour duty, Jos Jones run away.

Saturday March 3d

All this 24 hours moderate wind from SSW and pleasant employed in getting necessaries on board and other duty.

Sunday March 4th

All this 24 hours strong wind from SSW and pleasant, one watch on shore, nothing doing

Monday March 5th

All this 24 hours strong breze from SSW and pleasant, employed in getting up masts, and other harbour duty.

Tuesday March 6th

All this 24 hours strong breze from SSW and pleasant, getting ready for sea

Wednesday March 7th

Light winds and pleasant crew employed in getting ready for sea

sea: pass

Wednesday March 7 Cont'd and Thursday March 8

First part strong winds [illegible] Lat 3 PM took [illegible] anchor and [illegible] to sea, at 7 PM the anchorage was [illegible] 15 miles, steering W, took in the light sails, [illegible] from [illegible] Easter [illegible] sails [illegible] Lat [illegible] [illegible]

Friday March 9

[illegible] Lat [illegible]

Saturday March 10

[illegible] Lat [illegible]

Lat 84.08 Long 81.49 W

March

Mondays March 12 th

[illegible] from S S E with [illegible] Spoke the Ship Peruvian [illegible] for the night. Lat [illegible] Long [illegible] Ship [illegible] Whale along side, running off to the Lat 34 19 S Long 52 45 W

Tuesday March 13 th

[illegible] Lat 34 40 S.

Wednesday March 14 th

[illegible] calm, nothing to be seen. Lat [illegible]

Thursday

[illegible] Lat [illegible]

Friday

[illegible]

Saturday March 16

[illegible] Lat 32 33 S Long.

Lat. March 1849

Sundays March 18th

[illegible] wind S.S.W. heavy [illegible] light [illegible] last part wind S.S.W., heavy [illegible] [illegible] heavy

Lat. 32.47 S Long [illegible]

Sunday March 19th

[illegible] wind S.W. heavy [illegible] last part moderate [illegible] wind E.S.E., nothing in [illegible] heavy

Tuesdays March 20th

[illegible] wind W.S.W.; nothing in sight, [illegible] in [illegible] last part moderate wind from S.S.E. [illegible] wind S.W. at 2 A.M. finished [illegible], nothing in sight

No Observation

Wednesday March 21st

[illegible] moderate wind from S.S.E. [illegible] nothing in sight [illegible] in heavy [illegible] last part [illegible] in heavy [illegible]

Lat. 33.27 S Long [illegible]

Thursday March 22d

[illegible] heavy [illegible] last part light airs from E to [illegible] in sight [illegible] heavy [illegible] nothing in sight

Lat. [illegible] S Long [illegible]

Friday March 23

[illegible] light airs [illegible] wind [illegible] in sight, [illegible] in heavy [illegible] sixteen casks of oil last part [illegible] in sight, nothing in sight

Lat. 32.52 S Long. 83.00 W

Monday March 25th

Tuesday March 26th

[illegible] from W. S. W. by the wind [illegible] the wind [illegible] Lat. [illegible] during W. S. W., nothing in sight, [illegible] in this [illegible]

No Observation

Wednesday March 27th

[illegible] rain, steering W. S. W., nothing in sight, [illegible] moderate wind from S. E. [illegible]

Wednesday March 28th

Log 1 [illegible] 1849

Friday March 30th

[illegible] light breezes, and pleasant [illegible]
[illegible] light [illegible]
[illegible] light [illegible]
Last part light [illegible] [illegible] bearings
[illegible] nothing [illegible] light

Lat 23.42 Long
[illegible]

[illegible] from [illegible]
[illegible] light, and [illegible]
[illegible] Last part calm, headings [illegible]
[illegible]
Lat 22 [illegible] Long 77.11 [illegible]

[illegible] April 1st

[illegible] light [illegible] [illegible]
[illegible] light, and [illegible]
Last part [illegible] [illegible]
[illegible]
Lat 21 [illegible] Long 77.10 [illegible]

[illegible] April 2d

[illegible] from [illegible]
[illegible] nothing [illegible] light [illegible]
Last part [illegible] [illegible]
[illegible]

Lat 18.57 Long 77.31.30

[illegible] April 3d

[illegible] Last half [illegible]
[illegible]

[illegible] April 4th

[illegible] light [illegible]
[illegible] light [illegible] Last part [illegible]
[illegible] 1 [illegible] Long [illegible] 2 [illegible]
[illegible]
[illegible] Last part [illegible]
[illegible] light [illegible]
Lat 14.41 Long 7[illegible]

[illegible]

[illegible] S E [illegible]
[illegible] Lat. [illegible] S Long. [illegible]
[illegible] S E [illegible]
[illegible]

Lat. 13.42 S Long.

Saturdays April [illegible]

[illegible] S E and
[illegible] S E [illegible]
employed on the rigging, Lat. [illegible] Long.
[illegible] from S E [illegible] W, nothing in sight

Lat. 13.40 S Long. 81.50 W

Sundays April 8th

First hand strong wind from S E to [illegible]
[illegible] S E [illegible]
rigging, Lat. by the sun,
Lat. 13.02 S Long. 81.54 W

Monday [illegible]

[illegible] S E
[illegible]
Lat. by [illegible] S E
[illegible] W, nothing in sight, [illegible]

Lat. 10.50 S Long. 85.22 W

[illegible]

[illegible] S E [illegible]
[illegible] nothing in sight, [illegible]
[illegible]
[illegible] 32 W

[illegible] S E
[illegible]
Lat. by [illegible] lunar [illegible] S E [illegible]
W, take a number of [illegible]
in taming down the rigging

Lat. 7.04 S Long. 86.13 W

[illegible]

[illegible]

First part light breeze from E S E steering [illegible] nothing in sight [illegible]

[illegible]

[illegible]

Sunday [illegible]

[illegible] steering [illegible] nothing in sight [illegible]

[illegible]

Sunday [illegible]

First part light breeze from E S E steering [illegible] nothing in sight [illegible]

[illegible]

Sunday [illegible]

[illegible] light breeze from [illegible] steering [illegible] the [illegible] fail [illegible]

[illegible]

Sunday [illegible]

[illegible]

Lat 4.23 S Long 93.08 W

Lost [illegible]

Wednesday [illegible]

First part strong breezes from E to E steering [illegible] light, last part light airs from E to E steering [illegible] light

Lat [illegible] Long [illegible]

Thursday [illegible]

First part strong breezes from E to E steering [illegible], last part moderate breezes from E to E steering [illegible] two fin backs and [illegible] in sight

Lat [illegible] Long [illegible]

Friday April 20th

First part light breezes from E S E and pleasant steering [illegible] nothing in sight, last part moderate breezes from E to E steering [illegible], nothing in sight, [illegible] ship [illegible]

Lat [illegible] Long [illegible]

Saturday April 21st

First part light breezes from E S E steering [illegible] nothing in sight, last part moderate breezes from [illegible] steering [illegible] [illegible] two [illegible] [illegible] in sight

Lat [illegible] Long [illegible]

Sunday April 22

First part moderate breezes from E steering [illegible] nothing in sight, [illegible] in [illegible] last part strong breezes E S E, one ship [illegible] [illegible]

Lat [illegible]

Monday April 23

First part strong breezes E S E steering [illegible] last part light airs [illegible] nothing in sight, [illegible] [illegible] [illegible] [illegible]

Lat [illegible] Long [illegible]

Lat. 50 N. April

Tuesday the 24th

[illegible] strong breeze from [illegible] the morning [illegible] at 6 [illegible] nothing in sight, last part [illegible] exchanging signals with the chief [illegible] Bon Bedford, [illegible] whales

Lat 5°. 44 S Long 1°. 4 W 02

Wednesday April 25th

[illegible] strong breeze from S E [illegible] the morning [illegible] nothing in sight, last part [illegible] nothing in sight

Lat 5°. 36 S Long 103°. 16 W

Thursday April 26th

[illegible] the wind [illegible] the [illegible] the [illegible] the [illegible] the [illegible] the [illegible]

Friday April 27th

First part pleasant at 4 P.M. [illegible] whales in company with [illegible] the harbor boat Thrush and the [illegible] sailed [illegible] the [illegible] in sight

Lat [illegible] April [illegible]

[illegible] the wind [illegible] the harbor boat [illegible] the whale to the [illegible] the [illegible] in sight, last part [illegible] employed in cutting [illegible] in sight

Lat 5°. 27. Long [illegible]

Saturday April [illegible]

First part strong [illegible] the wind at 2 A.M. [illegible] nothing in sight, last part [illegible] the wind [illegible] is blowing, [illegible] in sight

Lat 4°. 55 S Long 1 [illegible] 20 W

Log May 1847

Monday April 5th

First part strong wind from S E by the
wind [illegible] nothing in sight [illegible]
[illegible] Lat by [illegible] nothing in sight

Lat 27 [illegible]

Tuesday [illegible]

First part strong breze from S E at 5
P.M. more ship to the E nothing in sight
Lat by [illegible] the same, [illegible] in sight
[illegible] in sight in ship [illegible]

Lat 5° 16 S Long 103° 18 W

Wednesday May 2d

First part fine breze from S E, the
wind [illegible] fine [illegible] lights no [illegible]
[illegible] Lat 5° 2 S Long
[illegible]

Thursday May 3d

First part fine breze from S E, the wind
[illegible] Lat 5° 11 S Long 103° 17 W

Friday May 4th

First part [illegible] wind from S E by the
wind [illegible] nothing in sight [illegible]
Lat by [illegible] Lat 5° 23 S Long
[illegible]

Saturday May 5th

First part [illegible] and pleasant
at 8 P.M. [illegible] Lat 4° 3 S Long 103° W

[illegible]

First part light breezes from S to E by the
wind S S W, [illegible] sight, last part the
same, we kill in sight, [illegible] whales, employed
in [illegible]

[illegible]

First part light breezes from S E by the wind
[illegible] sight, last part the same
[illegible] sight, [illegible] sight,

[illegible]

Tuesday May 8th

First part lively breezes from S E by the
wind S S W [illegible] in sight
[illegible], last part [illegible]

[illegible]

Wednesday [illegible]

First part light breeze from [illegible] by the
[illegible] light [illegible]
in sight [illegible], last part [illegible]
[illegible] light [illegible] in sight [illegible]

[illegible]

Thursday [illegible]

First part [illegible] breezes from [illegible] E by
the wind [illegible] light [illegible] [illegible]
last part [illegible] sight [illegible] [illegible]
[illegible] sight [illegible]

[illegible]

First part [illegible] breezes, [illegible] sight
[illegible] the [illegible] last part the
same [illegible] light [illegible] whales, [illegible]
in sight [illegible]

[illegible]

[illegible]

[illegible] day the 11th

[illegible] moderate wind from E SE
to the wind [illegible] 18 [illegible] of
[illegible] Lat [illegible] the [illegible]
[illegible] in the [illegible] employed in ship
[illegible]

Lat 5°. 15° S Long

[illegible] day the 12th

[illegible] wind [illegible] with [illegible] heavy
[illegible] the wind [illegible] sailing slightly, last part
[illegible] from [illegible] E to the wind E SE E
[illegible] in sight, no whales, employed in ship
[illegible]
Lat 5°. 28 S Long 101. 48 W

[illegible] day the 13th

[illegible] last strong breeze from SE by
the wind [illegible] E, [illegible] in sight
[illegible] last part strong breeze from [illegible] by the wind
[illegible] in sight no whales
Lat [illegible] S Long 102. [illegible] W

[illegible] day the 14th

[illegible] last strong breeze from SE by the
wind [illegible] in sight, last part
[illegible] from [illegible] E [illegible]
[illegible] in sight, no whales, employed in
ship [illegible]

Lat 5° 24 S Long

[illegible] day the 15th

[illegible] last light breeze from SE by the
[illegible] in sight, last part
[illegible] from [illegible] E steering [illegible] W [illegible]
[illegible] the day
Lat [illegible] S Long 104. 5° 3 W

[illegible] day the 16th

[illegible] last in the [illegible] of the wind [illegible]
[illegible] Thames, Virginia, and [illegible]
[illegible] last [illegible] wind from SE
[illegible] the wind [illegible] the [illegible] ships [illegible]
[illegible] in sight, no whales to be seen
Lat 5°. 22 S Long

[illegible] 1847

[illegible] May 2[illegible]

First [illegible] strong [illegible] from S E by [illegible] the [illegible] [illegible] sight, [illegible] [illegible] Steering [illegible] E [illegible] in sight, [illegible]

Lat 4[illegible] Long [illegible]

Saturday May 2[illegible]

First [illegible] from [illegible] steering [illegible] sight [illegible] part, steering [illegible] sight, [illegible]

Lat 2[illegible] Long 10[illegible]

Sunday May 2[illegible]

First [illegible] strong wind from [illegible] Steer [illegible] Last part strong wind from [illegible] steering [illegible] sight, [illegible] in that [illegible]

Lat [illegible] Long [illegible] 22 [illegible]

Monday May [illegible]

First part strong [illegible] wind S [illegible] by S, nothing in sight, [illegible] part [illegible] in that [illegible], nothing in sight

Lat [illegible] Long [illegible]

Tuesday May 229

First [illegible] strong wind from [illegible] the wind [illegible] nothing in sight, Last part, the [illegible] nothing in sight [illegible]

Lat 2[illegible] Long 102 [illegible] 28 [illegible]

[illegible] May 23[illegible]

First [illegible] wind from E [illegible] the [illegible] sight Last part, the [illegible] nothing in sight

Lat [illegible] Long [illegible]

[illegible]

[illegible] ... weather ... [illegible] ... weather and squally
from S. E. by the wind S. W. nothing
[illegible], lost part of the time for a sail, and
a number of our hands employed in ship duty
Lat. 5°.54 S Long. 103.14 W

Friday May 25th

[illegible] strong breeze from S. E. by the
[illegible] a number of our hands,
[illegible] officers were
[illegible] ... fighting ... [illegible]
[illegible] ... Stewart, [illegible]
[illegible] forwards [illegible] ... to go
[illegible] ... deck ... [illegible] ... last,
[illegible] ... while they were fighting
Thomas Ferrin, [illegible] Smith, Hiram Fields,

[illegible] ... their births,
[illegible] ... beat them in a
[illegible] ... manner, the evidence
was that [illegible] ... making a noise
[illegible] ... the
Captain and [illegible] ... that it
was caused by an old grudge and [illegible] ... again
[illegible], because [illegible] ... with
them [illegible] ... the
Captain and officers ... [illegible] ... speak
[illegible] ... they dare do again
[illegible] voyage, [illegible] all hands called aft

with the intention of punishing them but after
severe reprimand, [illegible] ... Moore
[illegible] Stewart had a club, Charles [illegible]
[illegible] at the [illegible] Stewart [illegible] him that
[illegible] Stewart had a club – we believe both statements
to be false, [illegible], and [illegible], both
[illegible] ... Stewart did not have a club
[illegible] believe the [illegible] ... statement to
[illegible] ... of the Captain
[illegible] the 2d and 3d Officers [illegible] ... to
[illegible] what they could find [illegible]
[illegible] ... the berths,
[illegible] ... which they [illegible]
[illegible] ... they were [illegible]

[illegible] 1841

[illegible] May 2[illegible] Continued

[illegible] nothing in sight [illegible] in Ship Duty

[illegible] May 26th

[illegible] strong breeze from [illegible] by the [illegible] nothing in sight [illegible] from the [illegible] by the wind [illegible] nothing in sight, and [illegible] in Ship Duty

Lat 5°.. 26 S Long 102 .. 52 W

[illegible] May 2[illegible]

[illegible] wind and [illegible] from [illegible] by the wind [illegible] nothing in sight [illegible] the E b [illegible] breeze [illegible] nothing in sight [illegible] at Meridian tacked [illegible] in Ship Duty

Lat 5° [illegible] Long 102 .. 22 W

[illegible] May 2[illegible]

[illegible] breeze from [illegible] by the wind [illegible] nothing in sight, [illegible] by the wind [illegible] in Ship Duty

[illegible]

Tuesday [illegible]

[illegible] in sight [illegible] sight [illegible]

Lat [illegible] Long [illegible]

Wednesday [illegible]

[illegible] by the wind [illegible] in [illegible] and dark tacked ship to the [illegible] wind from E S E by [illegible]

Lat 5° [illegible] Long [illegible]

Log of June 1849

Thursday May 31st

[illegible] light wind from S E by the [illegible] light [illegible]

[illegible]

Friday June 1st

[illegible] light wind from S E by the wind [illegible]

Saturday June 2d

[illegible] light wind from S E by the wind [illegible] light [illegible]

Sunday June 3d

[illegible] Virginia of [illegible] light [illegible]

Monday June 4th

[illegible] light wind S E by E [illegible] light [illegible] a number of sail in sight, employed in [illegible]

Tuesday June 5th

[illegible] light wind [illegible] a number of sail in sight, [illegible]

Lat 5° [illegible]

[illegible]

[illegible]

Lat 5° 40 S Long 101 84 W

[illegible]

[illegible] Sail in [illegible]

[illegible]

First part light [illegible] in light, last part strong breeze from [illegible] sail in light no whale employed in this duty

Lat 5° 14 S Long 101 84 W

[illegible]

First part strong breeze [illegible] sail in light [illegible] the ship Charles Frederick of New [illegible] last part [illegible] breeze from [illegible] no whale

[illegible]

First part strong breeze [illegible] sail in [illegible] no whale employed in this duty

[illegible]

[illegible] June 1867

[illegible]day June [illegible]

[illegible] part strong [illegible] [illegible] ship [illegible] the [illegible] [illegible] in sight [illegible] [illegible] [illegible] Last part [illegible] [illegible] [illegible] [illegible] [illegible] sail in sight, [illegible] [illegible] Lat [illegible] Long 102.14 W

Wednesday June 13th

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] of New Bedford [illegible] a number of sail in sight, no whales emp[loye]d in ship duty

Lat 5.25 S Long

Thursday June 14th

First part light [illegible] [illegible] [illegible] [illegible] of sail in sight Last part [illegible] [illegible] [illegible] [illegible] sail in sight [illegible] [illegible] [illegible] [illegible] [illegible] E

Lat 5.01 S Lon 102.20 W

Friday June 15th

[illegible] part by the wind S one sail in sight [illegible] tacked ship to the E.S.E, Last part strong [illegible] by the wind S.S.W. two sail in sight, no whales, employed in ship duty

Lat 5.31 S Long

Saturday June 16th

First part strong [illegible] by the wind S.S.W. nothing in sight [illegible] [illegible] ship to the [illegible] [illegible] [illegible] [illegible], Last part strong [illegible] [illegible] [illegible] [illegible] sail in sight, no whales Lat [illegible] Long

Sunday June 17th

First part strong [illegible] by the wind [illegible] [illegible] in sight Last part strong [illegible] by the wind [illegible] nothing in sight, employed in ship duty

Lat [illegible] Long

[illegible]

[illegible] 1849

[illegible] June 24th

[illegible]

[illegible] June 25th

[illegible]

[illegible] June 26th

[illegible]

[illegible] June 27th

[illegible]

[illegible] June 28th

[illegible]

[illegible] June 29th

[illegible]

[illegible] Feb. [illegible]

[illegible] Feb [illegible]

First part strong breezes by the wind [illegible] [illegible] [illegible] [illegible] [illegible] ship [illegible] [illegible] [illegible] the [illegible] sail, [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Sunday Feb. 19th

First part light winds and squally to the [illegible] (nothing in sight), [illegible] part strong breezes [illegible] the wind [illegible] [illegible] [illegible] in sight, [illegible] [illegible] in ship [illegible]

Lat [illegible] Long [illegible]

[illegible] Feb. 20

First part strong breezes by the wind [illegible] [illegible] in sight, Last part strong breezes by the wind [illegible] nothing in sight, [illegible] in ship [illegible]

Lat [illegible] Long [illegible]

[illegible] Feb 3[illegible]

First part strong breezes by the wind [illegible] nothing in sight, [illegible] [illegible] ship to the [illegible], Last part the same [illegible] in ship [illegible] nothing in sight

Lat [illegible] Long [illegible]

Wednesday Feb. 4[illegible]

First part strong breezes by the wind [illegible] [illegible] nothing in sight, [illegible] [illegible] [illegible] [illegible] the [illegible] sail, Last part strong breezes to the [illegible] [illegible] [illegible] of [illegible] [illegible],

Lat [illegible] Long [illegible]

[illegible]

First part [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] in sight, Last part strong breezes [illegible] the wind [illegible] [illegible], nothing in sight [illegible] in ship [illegible]

Lat [illegible] Long [illegible]

Logs July 1849

Friday July 6th

First part light breeze from E by S to E by S in the morning in sight, last part [illegible] at 10 P.M. opening squall with a brisk frigate, lost sight of her [illegible] 8 P.M. of July

Saturday July 7th

First part light breeze from E by S to E by S in sight but in the night be seen, last strong wind from E by S to E by S wind to E by S to E shake the ship upon Nicolaf Harbor, we anchored to be seen

Lat 5°. 01. S Long 103. 5°8 W

Sunday July 8th

First part strong wind from S by E to E by S in company with the upper frigate, last part strong trade blowing S by E, nothing in sight, anchored in Nicolaf Harbor

Lat 5°. 01 S Long 102. 5°2 W

Monday July 9th

First part strong trades blowing S by E to E by E, nothing in sight, last part light winds and calms from E by S to E by E, [illegible] in sight, we anchored in the [illegible]

Tuesday July 10th

First part strong trade and squally, then [illegible] last part wind [illegible]

Wednesday July 11th

First part [illegible] last part wind [illegible] from E by S to E by E, nothing in sight, anchored in [illegible]

Lat 1. 18 S Long 15. 5°2 W

[illegible]

[illegible]

[illegible]

Lat [illegible] Long [illegible]

Thursday July [illegible]

At 1 PM commenced anything at 3 PM finished saw a shoal of [illegible] to [illegible], [illegible] without success, at Dark came on [illegible] by the wind S.S.E. Last part employed in [illegible] anything in [illegible]

Lat 29 [illegible] Long [illegible]

Friday July [illegible]

[illegible] light winds from [illegible] to the [illegible] nothing to be seen. Last part [illegible] from S.S.E. to the wind E. [illegible] light [illegible]

Lat 1.08.18 Long [illegible]

Mondays July 15th

[illegible] light winds from [illegible] to the [illegible] nothing to be seen. Last part [illegible] light winds in the [illegible] nothing to be seen in the [illegible]

Lat [illegible] Long [illegible]

Tuesday July [illegible]

[illegible] light winds from [illegible] to the [illegible] Last part [illegible] light, and fair [illegible] nothing seen

Lat [illegible] Long [illegible]

Log ; July 1849

Wednesday - July 18th

[illegible]

Thursday July 19th

[illegible]

Friday July 20th

[illegible]

Sunday July 22d

[illegible]

Monday July 23d

[illegible]

[illegible]

[illegible]

[illegible]

Thursday [illegible]

[illegible]

[illegible]

[illegible]

Saturday [illegible]

[illegible]

Sunday [illegible]

[illegible]

[illegible]

Monday July 30th

[illegible]

Saturday August 1st

[illegible]

Sunday August 2

[illegible]

Monday August 3

[illegible]

Tuesday August 4

[illegible]

[illegible] 6 leagues, no [illegible]

[illegible] Ship [illegible] the E by S 6 [illegible]

[illegible]

Lat 1.48 N.

Friday Aug. 6th

[illegible] S.S.E. [illegible] leagues, [illegible] West parts [illegible]

South head bear per compass S 10 W, Dist. 30 Miles

[illegible] West parts [illegible]

Lat 2.00 N Long 87.45 W

[illegible]

[illegible]

[illegible] the prime [illegible] employed in their duty.
Lat 1.42 S. Long 87.12 West
Sunday Dec. 12th.

[illegible] employed in their duty
Lat 1.09 S Long

[illegible]

[illegible] observation

[illegible]

Lat [illegible] S Long [illegible]

Wednesday Dec 15th

[illegible]

Thursday Dec 16th

[illegible]

Log August 1847

Thursday Aug [illegible] continued

[illegible] about in a most careless manner and [illegible] against the [illegible] the Captain [illegible] he was sent [illegible] immediately [illegible] time again, about ½ half [illegible] the Captain came up, & told [illegible] look out, he menacingly [illegible] amusement of the crew [illegible] the Captain [illegible] take his [illegible] times with a piece of [illegible] to the mast [illegible] employed at the after hatch [illegible] on Deck, he has [illegible]

Lat 2. 21 [illegible] Long 82. 31 [illegible]

Friday Aug [illegible]

[illegible] the [illegible] Last part the [illegible] land to get some iron done [illegible]

Lat 3. 13 S Long 82. 35 [illegible]

Saturday Aug [illegible]

[illegible] Last part [illegible] night [illegible]

Lat 3. [illegible]

Sunday Aug [illegible]

[illegible] Last part [illegible]

[illegible]

Lat. [illegible] 1848

Monday Aug. 20th

[illegible]

Moored in Port Jack at 4.20 S Long 81 [illegible]

[illegible]

Lat 4.25 S. Long. 81.21 W

Wednesday Aug. 22d

[illegible]

Lat 4.50 S Long

Thursday Aug. 23d

[illegible] the Landing night, also a gale, last part [illegible] night and [illegible] in ship yard

Lat [illegible] S Long

Friday Aug. 24th

[illegible] Lat 4.50 S [illegible] same, the Capt. [illegible] with Robert [illegible] [illegible]

Saturday Aug. 25

[illegible] Lat 4.36 S Long

[illegible]

[illegible] timber.

[illegible]

[illegible] 2.25 P.

[illegible] 2 8

[illegible] from [illegible] to [illegible] the [illegible] of fair weather, and hence [illegible] last, [illegible] the same, employed on ship [illegible]

Lat 7° 34 S Long 82° 16 W

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Tuesday night

1891 September 1891

Thursday Sept 18th

[illegible]

employed in Ship work

Lat 9°30' S Long 83.26 W

[illegible] Stroker, no [illegible]

Friday Sept 19th

[illegible] moderate wind, by the wind S S W, at 10

[illegible] Last

Monday Sept. 21st

[illegible] the wind E by E nothing in sight

[illegible]

Thursday Sept 27th

Lat 4.3 S Long 85.24 W

Friday Sept 28th

Lat 6.04 S Long 84.10

Saturday Sept 29th

[illegible]

[illegible]

Tuesday October 2.

[illegible] wind and pleasant, at [illegible] carpenters on an anchor-[illegible] employed on [illegible] with ready for watering.

Wednesday October 2 Cloudy

Fine pleasant weather, employed in getting water & [illegible]

Wednesday October 3

Pleasant weather employed in watering & other harbour duty.

Thursday October 4th

[illegible] employed in getting water and recruits on board, and [illegible]

[illegible]

[illegible]

Friday [illegible]

[illegible]

Pleasant weather [illegible]

Pleasant weather, [illegible] harbour [illegible] one man came with [illegible]

[illegible]

[illegible]

[illegible]

[illegible] pleasant [illegible] four [illegible] [illegible] companions [illegible] names of the men who ran [illegible] [illegible] Thomas Farmer [illegible] Jackson returned his gun [illegible] names of those [illegible] the [illegible] Fields. [illegible] Fields [illegible] Charles Springer, The [illegible] man by the name of Baker as [illegible]—

[illegible]

[illegible] weather [illegible] to the town [illegible]

[illegible]

[illegible] weather [illegible] brought [illegible] three [illegible] were Edward [illegible] Thomas Farmer [illegible] after [illegible] asked the three men, if they would go [illegible] peaceable, and behave, they [illegible] a [illegible] [illegible] would be [illegible]

[illegible] never [illegible] would [illegible] language [illegible] drew his knife from his pocket, but [illegible] with his [illegible] immediately taken [illegible]

[illegible]

[illegible]

Wednesday Oct 11th

[illegible] Fields, runaway!

Thursday Oct 12th

Pleasant weather, employed in shop [illegible] Capt on shore to shop [illegible] Stitches [illegible] Samuels for the cruise, in lieu of the two [illegible] Alfred Delany & Springer

Friday Oct 13th

Pleasant weather, at 10 to 12 took [illegible] [illegible] to be [illegible] [illegible] employed [illegible]

Saturday Oct 14th

[illegible] Fast [illegible]

Sunday Oct 15th

[illegible] strong wind from [illegible]

Log. October 1849

Tuesday Oct 23d

[illegible]

No Observation

Wednesday Oct 24

[illegible]

Lat 1.56 S Long

Thursday Oct 25th

[illegible]

Friday Oct 26

[illegible]

Saturday Oct 27

[illegible] gave a [illegible]

[illegible] from S S E [illegible]

[illegible] no [illegible] at 12 [illegible]

Compass [illegible] 5 miles

Lat 20 Miles S Long 41.28 W

the land and two sail in sight, at 2 P.M. spoke the Bark Cachelott, of Wallaporoy, 24 Months, Lat. park, calm, the land and two sail in sight employed in Ship's Duty

Wednesday Oct 30th

Lat. park, Long. 24 5°2 E

Thursday Oct 2

Lat. park, Long. 24 5°2 E

[illegible]

[illegible] Nov 17

[illegible] the wind [illegible] Depths in sight, Lat [illegible] [illegible]

Lat 12 Miles S Long - 99. 26 W

Thursday - Nov 18

[illegible] the wind [illegible] W, nothing in sight [illegible]

Lat 49 Miles S Long

[illegible] Nov 19

[illegible] the wind [illegible] nothing in sight [illegible]

Lat 2 [illegible] Long [illegible]

Wednesday Nov 20

[illegible] the wind [illegible] nothing in sight [illegible]

Lat 2 [illegible] Long [illegible] W

Thursday Nov 21

[illegible] the wind [illegible] W, [illegible] in sight [illegible]

Lat [illegible] Long [illegible]

Friday Nov 22

[illegible] the wind [illegible] S.E, [illegible] the same [illegible] N.W, same a [illegible]

Lat [illegible] Long [illegible]

Lat 5°. 24 S Long 106°. 0

Monday Nov 12th

[illegible]

Log [illegible] November [illegible]

Friday Nov [illegible]

[illegible] first part [illegible] breeze from [illegible] steering [illegible] [illegible] last [illegible] from [illegible] employed in ship [illegible]

Lat [illegible] Long [illegible]

Saturday Nov [illegible]

First part [illegible] breeze from [illegible] steering [illegible] [illegible] at New Bedford [illegible] last part [illegible] breeze [illegible] [illegible] employed in ship [illegible]

Lat [illegible] Long [illegible]

[illegible] Nov 18th

First part [illegible] breeze from SE by [illegible] the wind [illegible] [illegible] steering [illegible] nothing in sight [illegible] employed in ship [illegible]

Lat [illegible] Long [illegible]

[illegible] Nov [illegible]

First part wind SE steering [illegible] nothing in sight, last part [illegible] steering [illegible] employed in ship [illegible]

Lat [illegible] Long [illegible]

[illegible]

First part [illegible] steering [illegible] [illegible] nothing in sight, employed in ship [illegible]

Lat [illegible] 12 S Long [illegible]

[illegible]day Nov 21st

[illegible] steering [illegible] nothing [illegible] last part light wind [illegible] nothing in sight [illegible] employed in ship [illegible]

[illegible] November [illegible]

Log[illegible] November

Thursday Nov 20

[illegible] light wind from E & E [illegible]

Lat 1.06 S Long 106.00 W

[illegible]

Lat 1.31 S Long 106.11 W

Saturday [illegible] 21

[illegible] the wind E, nothing in sight, [illegible]

Lat 2.32 S Long 10[illegible]

Sunday [illegible] 22nd

[illegible] piers, and passing by the [illegible] keeps groom E & E [illegible] the wind [illegible] in sight, employed in this [illegible]

[illegible]

[illegible] 23rd

[illegible] E & E by the wind [illegible] Lat [illegible] Long [illegible] wind E, nothing in sight, [illegible]

Lat [illegible] Long [illegible]

Voy[illegible] November 1841

Wednesday Nov 28th

First part lively breezes from [illegible] E. [illegible] [illegible] nothing [illegible] [illegible] [illegible] Last part [illegible] breezes from S E [illegible] nothing in sight, employed in ship [illegible]

Lat [illegible] 26 [illegible] Long [illegible]

Thursday Nov 29th [illegible]

First part lively breezes from S E steering [illegible] nothing in sight, Last part light wind from S E [illegible] nothing in sight [illegible] employed in ship [illegible]

Lat [illegible] Long [illegible]

Friday Nov 30th

First part light wind from [illegible] steering [illegible] nothing in sight. Last part moderate wind, steering [illegible] at 11 AM spoke the ship Emerald [illegible] whales, employed in ship [illegible]

Lat 5° 05' S Long 179° 25' W

Saturday Dec 1th

First part lively breeze from S E steering [illegible] in company with the Emerald, [illegible] sail [illegible] sight, Last part strong breeze steering [illegible] [illegible] sail in sight, employed in ship duty

Lat Long

Sunday Dec 2nd

First part strong breeze from [illegible] E, [illegible] the wind [illegible] sail in sight, no whales, Last part lively [illegible] [illegible] in sight, [illegible] ship [illegible]

Lat Long

Monday Dec 3

First part lively breeze from [illegible] E [illegible] the wind [illegible] nothing in sight, Last part [illegible] breeze from [illegible] [illegible] spoke the Virginia of [illegible] [illegible] whales, employed in ship duty

Lat [illegible] Long

[illegible] December 1841

[illegible]

Wednesday Dec 5th

[illegible] E by the wind S, nothing in sight, employed in the [illegible]

Lat 7.[illegible] Long [illegible]

Thursday Dec 6th

[illegible] E by the wind S, nothing to be seen, [illegible] nothing in sight, employed [illegible]

[illegible]

Lat [illegible] Long [illegible]

Friday Dec 7th

[illegible] E by the wind S, strong in sight, at part strong wind E, nothing in sight, employed in the [illegible]

Lat 12.[illegible] S Long [illegible]

Saturday Dec 8th

[illegible] E by the wind S, strong in sight, at part strong wind [illegible] by the wind S, nothing in sight, employed in the [illegible]

Lat 13.40 S Long 112.13 W

Lat 2° 23 S Long

Tuesday Dec 11th

Lat 17° 14 S Long 113° 06 W

Wednesday Dec 12th

East [illegible] Long

Lat 2° 42 S Long

Friday Dec 14th

Lat 13° 0 S Long

Tuesday Dec. 18th

Lat 26.56 S. Long 108.46 W

[illegible]

[illegible] the wind
[illegible] moon [illegible] nothing in sight
[illegible] in ship yards
Lat 30..06 S. Long.
Sundays Dec 23

[illegible] from [illegible] the wind
[illegible] light airs from E by N & by the wind
[illegible]

Mondays Dec 24th

[illegible] 24th [illegible]
[illegible] last part light
[illegible]

Tuesday Dec 25

[illegible] the
[illegible] last part light
[illegible]

[illegible]

[illegible] through the
[illegible] last part
[illegible] in ship yards
[illegible] Long 1[illegible]..32 W
[illegible] Dec 27th
[illegible] from [illegible] E by the
[illegible]

Lat 34..29 S Long 1[illegible]..04 W

Sunday Dec. 30th.

[illegible]

Lat 35° 13' S Long 109° [illegible] E

[illegible]

[illegible] Jan [illegible]

First part [illegible] wind from [illegible] 4th [illegible] light [illegible] strong wind [illegible] whales [illegible] light [illegible]

[illegible]

[illegible] Jan 4th

First part strong wind [illegible] the wind [illegible] light wind [illegible] E by the wind 6 d [illegible] whales, employed in [illegible]

Lat [illegible] Long [illegible]

[illegible] Jan 5th

First part [illegible] wind from [illegible] E [illegible] last part [illegible] whales, employed in [illegible]

[illegible] Jan 6th

[illegible] wind from [illegible] light [illegible] Last part [illegible] from [illegible] the wind [illegible] light [illegible]

Lat [illegible] Long [illegible]

Monday Jan 7th

First part moderate wind from [illegible] light, last part [illegible] the [illegible] whales [illegible] employed in [illegible]

Lat [illegible] Long [illegible]

Tuesday Jan 8th

First part light air from [illegible] the wind [illegible] light, last part [illegible] whales [illegible]

Lat [illegible] Long [illegible]

[illegible]

[illegible]

Lat 89.. 39 S. Long
[illegible] Jan 10th

[illegible]

Lat. 89.. 28 S. Long

[illegible]

First part high breeze [illegible]
S & E, 25 & 26 strong [illegible]
[illegible] Last part light breeze [illegible]
[illegible] the wind S & E.
in light, employed [illegible]

[illegible]

First part [illegible]
S & E, nothing [illegible]
[illegible]

[illegible]

Sunday Jan 13th

First part [illegible]
[illegible]

[illegible]

[illegible]

Log Company 1860

Tuesday Jan 18th

[illegible]

[illegible] the Bank [illegible]

[illegible]

employed in the
[illegible] Company

Friday Jan 18th

[illegible] breezes from W steering [illegible]
[illegible] Middle part strong [illegible]
[illegible] 8 to M the wind shift [illegible]
[illegible] 12 [illegible]
[illegible] ings in sight, a bad smell on

Saturday Jan 19th

[illegible] a bad smell on, [illegible]
[illegible] light strong breeze from [illegible]
[illegible]

[illegible]

[illegible]

[illegible] steering [illegible] nothing in sight, employed [illegible]

[illegible]

[illegible] nothing in sight, Latter part calm [illegible] in sight, no whales, employed in ship [illegible]

[illegible]

[illegible]

[illegible] no whales to be seen, [illegible] steering [illegible] nothing in sight [illegible]

[illegible]

[illegible]

[illegible]

Friday Jan 25th

[illegible] nothing [illegible] Latter part [illegible]

Lat 29.01 S Long

Saturday Jan 26

[illegible] strong breeze [illegible]

[illegible]

[illegible]

[illegible] strong wind from S.S.E. steam
[illegible] Stan in sight Bore per Compass
[illegible]

[illegible]

Lat 21.54 S. Long 75.20 W

Tuesday Jan 29th

[illegible] hard breeze from S.E. steering [illegible]
[illegible] employed in the [illegible]

[illegible]

No Observation

Wednesday Jan 30th

[illegible]

No Observation

[illegible]

Lat [illegible] Long [illegible]

[illegible]

[illegible] Ship Duty,

Lat 16.04 S Long

Sunday Feb 3.

First hard light wind from [illegible] with rain from [illegible] Wm and Tiza of Gen Bedford 5.00 [illegible] Ship Duty

[illegible]

[illegible] Dark more Ship to the [illegible] morning on Deck, [illegible]

Lat 15.48 S Long 75.42

Tuesday Feb [illegible]

[illegible] Strong wind from S & by the [illegible]

[illegible]

[illegible]

Sunday Feb 17th

Lat 12 - 38 Long 80 - 08 W

Wednesday Feb 18th

[illegible]

Thursday Feb 14th

[illegible]

Friday Feb 15th

[illegible]

Lat 11.24 S Long 83.16 W

Saturday Feb 16th

[illegible]

Lat 8.46 S Long 86.22

Monday Feb 18th

[illegible]

Tuesday [illegible]

[illegible]

Lat 6.24 S Long 86.[illegible]

[illegible] February [illegible] 1865

[illegible]

[illegible] light airs from S & E and [illegible]
[illegible] rain, rain, backs, and black [illegible]
[illegible] rain, rain, steering [illegible]

[illegible]

Sunday [illegible] 23d

[illegible] steering
[illegible] nothing in sight, [illegible] with [illegible]
[illegible]

[illegible]

Fridays Feb 22d

[illegible] light airs from [illegible] with rain
[illegible] nothing to be seen, [illegible]
[illegible] with rain, steering [illegible]
[illegible]

[illegible]

Thursday [illegible]

[illegible] hard light wind from S & E with rain
[illegible]

[illegible]

Sundays Feb 24

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Wednesday [illegible]

[illegible] light [illegible] wind [illegible] Lat [illegible]

[illegible]

nothing in sight, Latt. [illegible] from S.W. Steering W. S. W. [illegible] at 9th [illegible] lowered for Whales in [illegible] the Majestic boats struck a Whale [illegible] during [illegible]

Saturday March 2d

[illegible] success, at [illegible] came on board, [illegible] the Majestic [illegible] sight, at [illegible] tacked ship [illegible] from [illegible] many light winds [illegible] the Majestic [illegible] in company [illegible] ship [illegible]

Sunday March 3

[illegible] light wind from [illegible] the Majestic [illegible] nothing [illegible] in company [illegible]

Lat [illegible]

Wednesday March 5th

First part [illegible] the wind S.W., South
[illegible] no whales employed in ship [illegible]

Wednesday March 6th

First part [illegible] no whales, employed in ship [illegible]
Lat 54.16 S

Thursday March 7th

First part [illegible] no whales, employed in ship

Lat 41 Miles S Longitude Chro 90.45°, 48 miles
[illegible]

Friday March 8th

[illegible] weather bay, have some kind of a sail, in the
[illegible] no whales to be employed in
the ship

Saturday March 9th

[illegible]

Lat 5° 2 miles 1° Long

[illegible]

[illegible] appear [illegible] in sight, Last [illegible]

[illegible]

Sunday March 17th

[illegible] lively breeze from S.S.W. & the wind [illegible] the same [illegible] in sight, no [illegible]

[illegible]

[illegible] fresh breeze from [illegible] wind from S.S.W. [illegible] in sight, no [illegible]

[illegible] in sight, Left [illegible]

Wednesday March 20th

[illegible] fresh breeze from S.S.W. by the wind [illegible]

Thursday March [illegible]

[illegible] half [illegible] for [illegible] the [illegible] the [illegible] the [illegible] the [illegible] the [illegible] shall summon all thunder and lightning [illegible] the judgment seat of God.

[illegible]

[illegible]

[illegible] Same employed on ship duty

[illegible] no grounds, very [illegible] land and one sail in sight [illegible]

Friday - March 27th

[illegible] by the main [illegible] the land and one sail in sight, no [illegible] whales, employed in ship duty

[illegible] March 28th

[illegible] from the starboard [illegible] water, [illegible] sail in sight, [illegible] employed in ship duty

Wednesday April 3rd

Saturday April 6th

Sunday April 7th

Lat April 1850

Monday April 8th

[illegible]

Wednesday April 10th.

[illegible]

Tuesday April 18th

[illegible]

Sat. last April 13th

[illegible]

Flood Island and one sail

Thursday April 18th

Last hard [illegible] from [illegible] to Finish [illegible] ground [illegible] cathedrals, [illegible] fast [illegible] wind, steering [illegible] dust.

Thursday April 18th

[illegible] last hard [illegible] from [illegible] fast hard [illegible]

Friday April 19th

[illegible] last hard [illegible] from [illegible] fast hard [illegible] dust

[illegible]

Sunday [illegible] 20th

[illegible]

Tuesday [illegible] 21st

[illegible] steering [illegible] W.S.W. and South [illegible] fresh breezes [illegible] equally [illegible] of E, steering W.S.W. [illegible] rather current, [illegible] to be [illegible] that day

Monday [illegible] 22

[illegible] steering [illegible] nothing [illegible]

Tuesday [illegible] 23

[illegible] steering [illegible] at 2 P.M. [illegible] 12 fathoms of water [illegible] to see land [illegible] section, [illegible] in reading

Wednesday [illegible] 24th

[illegible] this 24 hours [illegible] northern, [illegible] nothing [illegible]

Thursday [illegible] 25

[illegible] nothing [illegible]

Friday [illegible] 26th

[illegible] light winds and variable, [illegible] of the day, nothing but [illegible] light, but very little [illegible] of the day and in [illegible] no [illegible] nothing [illegible] steering [illegible] Bates,

[illegible] April [illegible]

[illegible] April 27th

[illegible] sixty [illegible] [illegible]

Sunday April 28

[illegible]

Monday April 29th

[illegible] nothing but [illegible]

[illegible]

[illegible] April [illegible]

[illegible] Island in [illegible] [illegible]

[illegible]

[illegible]

[illegible]

Aug [illegible] 1880

Friday [illegible]

First part strong breeze from [illegible] by the mast & nothing in sight except birds, last part light breeze from [illegible] & nothing in sight except birds.

Lat [illegible]

Saturday [illegible]

First part strong breeze from [illegible] by the mind & nothing in sight but birds, after [illegible] breeze from [illegible] & the mind & nothing in sight except birds in sight.

Lat 2.02 N Long 87.35 W

Sunday [illegible]

First part high breeze from [illegible] by the mind & nothing in sight but birds, last part light breeze from [illegible] & nothing in sight except birds.

Lat [illegible] Long 85.41 W

Monday [illegible]

First part moderate breeze from [illegible] by the mind & nothing in sight except birds, last part light breeze from [illegible] & nothing in sight except birds.

Lat [illegible]

Tuesday [illegible]

First part high breeze from [illegible] by the mind & [illegible] & nothing in sight except birds, last part light breeze from [illegible] & nothing in sight except birds.

Lat [illegible] Long 83.4 W

Wednesday [illegible]

First part light breeze from [illegible] by the mind & nothing in sight, last part [illegible] breeze from [illegible] & nothing in sight except birds.

Lat 00 11 Miles N Long 82.50 W

[illegible]

[illegible]

[illegible] nothing in sight, at 8 PM the [illegible] [illegible] nothing in sight and kept on in Shift Duty

Lat Observation

Friday May 10th

First half strong breeze from [illegible] [illegible] [illegible] nothing in sight and [illegible] in Shift Duty

[illegible]

Saturday May 11th

First and last in from [illegible] the wind [illegible] nothing to be seen, last part light breeze from [illegible] steering E by S, at [illegible] in sight, and kept on in Shift Duty

Lat [illegible]

Sunday May 12th

First half moderate wind [illegible] last half [illegible] after [illegible] the Shift Cast [illegible] [illegible] in sight, last half light breeze from [illegible] steering E by S the land in sight [illegible]

Lat 54 [illegible]

[illegible] day 12 [illegible] Monday May 13th [illegible]

First half strong breeze from [illegible] saying of one on [illegible] the day the [illegible] went on [illegible] PM came to an anchor at [illegible] in fathoms of water

[illegible] day [illegible] First [illegible] [illegible] nothing, [illegible] [illegible]

Tuesday May [illegible]

[illegible] day [illegible] [illegible] [illegible] [illegible]

Tog. May [illegible]

Tuesday May 1[illegible]

All this 24 hours employed in getting wood on board, and other harbour duty

Thursday May 16th

All this 24 hours pleasant weather employed in harbour duty and one watch employed on shore in the hours of liberty, harbour duty

Friday May 17

All this 24 hours employed in getting wood on board, the harbour watch on liberty at night the watch came on board from [illegible] Clark Carpenter, mending [illegible] away

Saturday May 18th

This 24 hours employed in getting wood on board, and other harbour duty, the harbour watch on liberty

Sunday May 19th

First part, all this 24 hours employed in harbour duty, the harbour watch on liberty at night the watch same of three men ran away Joshua and Abram Fields, and Jacob Clark

Monday May 20th

All this 24 hours employed in getting wood on board, and other harbour duty

Tuesday May 21st

All this 24 hours employed in getting wood and the harbour duty, a coloured man by the name of David Thomas ran away,

Wednesday May 22

All this 24 hours employed in harbour duty, the officer sent to shift men, shifted 4 men no tidings from any of the men away

Log [illegible]

Till noon Thursday May 25 in Friday 26 finish the Ship lying to very moderate in making up a Jonique, at 1 PM hoist up and stand to the Eastward, [illegible]

Friday 26th Fresh light breeze from S.E. to the noon S. & the then in fight of the Ship present on board the Ship, Seven in sleeping Port, one Kanaka, and one Manila making our complement, Eight, seven of our own having deserted, and one Cashiered.

Saturday May 26th

First part light breeze from S.W. of the wind, [illegible] in sight, one sail [illegible] [illegible] Ship [illegible] [illegible] Ship [illegible]

Sunday May 27th

First part of hard [illegible] [illegible] the wind [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Monday May 27th

First part strong breeze from [illegible] to noon having [illegible] employed in Ship's Duty

Lat 2. 28 N Long

Tuesday May 28th

First part moderate [illegible] and rainy [illegible] employed in Ship's Duty

Lat 8. 03° N Long

Log of Mary & Jane 1850

Wednesday May 29th

Light fresh strong wind from S of the mizen
W of S nothing in sight, Left hand and right
hand from S of the mizen W of S nothing in
sight employed in ship work

Lat 8.29 N Long 86.13 W

Thursday May 30th

Light fresh breeze from S of the mizen
W of S nothing in sight, Left hand strong wind
from S of the mizen W of S nothing in sight
employed in repairing the Main top sail

Lat 9.33 N Long

Friday May 31st

Light fresh strong breeze from S of the mizen
W of S nothing in sight, employed in repair-
ing the Main top sail, Left hand strong
wind from S of the mizen W of S nothing in sight employed
in ship work

Lat [illegible] N Long

Saturday June 1st

Light fresh strong wind from S of the mizen
W of S nothing in sight, Left hand strong
wind from S of the mizen W of S nothing in
sight employed in ship work, strong W of S and
the sick

Lat 3.22 N Long 89.14 W

Sunday June 2d

Light fresh moderate wind from SW of
the mizen W of S nothing in sight, Left hand light
wind from S of the mizen W of S nothing in
sight, employed in ship work

No Observation

Monday June 3d

Light fresh breeze from SW of the
mizen W of S nothing in sight, Left hand strong
wind from SW of the mizen W of S nothing
in sight, employed in ship work

Lat 4.25 N Long

Tuesday June 4th

First part strong wind from S.S.W. the [illegible]

[illegible]

Wednesday June 5th

First part light winds [illegible]

[illegible] light airs [illegible]

Hundred strokes for 12 hours

Leaky

Thursday June 6th

First part half hour [illegible]

[illegible] light airs [illegible]

[illegible] employed in [illegible]

Friday June 7th

First part strong winds [illegible]

[illegible] light airs [illegible]

Saturday June 8th

First part moderate wind from S.S.E.

[illegible] light airs [illegible]

Sunday June 9th

First part light airs from S.W. [illegible]

[illegible] light airs [illegible]

Lat. 8.39.30 Long. 92.05 W.

Lat. 8.31.15 Long. 93.04 W.

Saturday June [illegible]

[illegible]

Sunday June 16th

[illegible]

Lat 1 [illegible] Long 15.25 W

Monday June 17th

[illegible] nothing in sight

Lat 1.25° S 16° Long

Tuesday June 18th

[illegible]

Lat [illegible] Long [illegible]

Wednesday June 19th

[illegible]

Lat [illegible] Long [illegible]

Thursday June 20th

[illegible] and lively breeze from E S E the
[illegible] first part of [illegible] hard strong
[illegible] from [illegible] the wind [illegible]
[illegible] in this Port
Lat 4.38 S Long 104.45° W

Friday June 21st

First part strong wind from [illegible]
[illegible] in sight [illegible]
[illegible] from [illegible]
[illegible] shift in 12 [illegible]
Lat 4.06 S Long

Saturday June 22

First part strong wind [illegible] from
[illegible] nothing but [illegible]
[illegible] in sight
[illegible] in port
Lat 4.17 S Long 3.40 W

Sunday June 23

First part strong wind from E S E
[illegible] the wind S S W
nothing in sight and boys in this Port
Lat [illegible] Long 104.45 W

Monday June 24th

First part strong wind from [illegible]
[illegible] nothing [illegible]
[illegible] Lat [illegible] Long 104 [illegible]
[illegible] 25th

First part strong wind from [illegible] the wind
[illegible] Lat [illegible] the sun
[illegible] 12 [illegible] shift [illegible]
[illegible] Lat [illegible] Long

[illegible] June 1856

Saturday June [illegible]

First part strong breeze from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], last part strong breeze from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Sunday [illegible] [illegible] [illegible] [illegible]

Tuesday [illegible] [illegible]

First part strong breeze from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] last part [illegible] [illegible] [illegible] from E S E steering S [illegible] nothing in sight [illegible] [illegible] [illegible]

Lat 5°.45 S Long 105°.32 W

Friday June 28th

First part lively breeze from E S E steering S [illegible] by the [illegible] [illegible], [illegible] [illegible] [illegible] to the [illegible] last part lively breeze from E S E steering W S W, nothing in sight

Lat 2°.13 S Long 106.50 W

Saturday June 29th

First part lively breeze from E S E steering W [illegible] nothing in sight, [illegible] [illegible] [illegible] to the [illegible] [illegible] last part strong [illegible] from E S E steering [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in the [illegible]

Lat [illegible] Long

Tuesday June 30th

First part strong [illegible] from [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] nothing in sight, last part strong [illegible] from E S E [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] nothing in sight [illegible] [illegible] [illegible] [illegible]

Lat 5°.14 S Long [illegible] [illegible]

Monday July 1st

First part strong breeze from [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] last part strong breeze from E S E [illegible] the [illegible] [illegible] [illegible] [illegible] in sight, [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 5°.33 S Long 106.[illegible] W

[illegible] July [illegible]

Sunday July 2

First part strong breeze from E & E. steering to the S & W. ship is hove to and left the mainsail to no whales, fast part strong breeze from [illegible] steering [illegible] with at 5 P.M. saw a school of sperm whale [illegible] boats [illegible] and one to the ship

Lat 12.32 S Long 47° 2 W

Wednesday July 6

First part strong breeze and hazy both the other whale to the that we are in, hazy part and laydown cutting nothing on sight

Lat 1 [illegible] S

Thursday July 7

First part strong breeze and rough finished cutting; nothing in sight our main boiling in and [illegible] in sight

Lat [illegible] S

Friday July 8

First part squalls in squally with rain and laydown boiling; last part the mate nothing in sight,

Lat 3° 35 S

Saturday July 9

First part moderate and squally with a little rain and laydown boiling; last part the mate the mate laydown boiling [illegible] and 4.24 S long [illegible] nothing

Sunday July 10

First part moderate wind from S.E. and laydown at 2 P.M. finished boiling; at 2 P.M. saw a large sperm whale [illegible] at 4 P.M. lowered the boats and we lowered, fast fast lively breeze from [illegible] at 5 P.M. saw a number of large sperm whale, lowered and struck one and killed him, a bail in sight

Monday July 11

First part, at 2 P.M. took the whale to the ship and commenced cutting and his head off and his [illegible] and lashed down for the night last part in [illegible] finished cutting, no whales to be seen

Lat 4° 3 S Long

Log Book 1850

Tuesday Aug 7th

First part light winds from E to S dearing to the
N & W employed in boiling nothing but fire backs
Last part light winds and pleasant employed on
boiling nothing in sight

Lat 42 1 Long 11° 41 W

Wednesday Aug 8th

First part light winds and pleasant by the
wind employed in boiling a duck in sight
all at 6 bells saw the E.S.E. last part
light winds and variable E & E by the wind by E, nothing in
sight, employed in boiling

Lat 42 6 Long 113 18 W

Thursday Aug 9th

First part light winds from E & E to S by the wind
& finished boiling tier tail are light no whales
last part moderate winds from S & E by the wind
nothing in sight, stowed down

Lat 5 07 1 Long

Friday Aug 10th

First part very heavy squalls from S & E by the
wind & S & E fresh do in sight employed on
stowing down, last part strong winds from
S & E by the wind & E nothing in sight stowing
down

Lat Long

Saturday Aug 13th

First part strong winds from S & E by the
wind & E nothing in sight stowing down
last part strong winds from E & E by the
wind E & E nothing in sight employed in
stowing down

Lat 2 00 Long 111 27 W

Sunday Aug 14th

First part strong winds from E & E
by the wind E & E the sail are light employed
in stowing down, no whales, last part light
winds from E & E by the wind E & E the
sail are light no whales to be seen

Lat 5 11 1 Long

Lat [illegible] Long [illegible]

Monday July [illegible]

First part strong winds from E to E by the compass & we sail in sight of no [illegible] ship being put stern by them. Last part strong winds from [illegible] the [illegible] sail in sight, and lays in ship [illegible]

Lat 32 Long 111.31 W

Tuesday Sept. 16

First part strong winds from [illegible] the wind [illegible] & [illegible] the ship Emerald of Lon Bedford, 300 [illegible] last part of the wind [illegible] we sail in sight, and lays in ship [illegible]

Lat Long

Wednesday Sept 17th

First part strong winds in quality from [illegible] the wind [illegible] nothing in sight, last part strong wind from S.E. the wind [illegible] a ship in sight, no [illegible] lays in ship [illegible]

Lat 4° 34 S Long [illegible]

Thursday Sept [illegible]

First part strong winds from [illegible] the wind [illegible], nothing in sight, last part strong winds in quality from S.E. of the wind & nothing in sight, [illegible] lays in ship [illegible]

Lat 4° 5 S Long 112.21 W

Friday Sept [illegible]

First part strong wind from S.E. by the wind & nothing in sight, last part wind [illegible] the wind & nothing in sight, [illegible] lays in ship [illegible]

Lat 4° 05 S Long [illegible]

Saturday Sept 2[illegible]

First part strong wind from S.E. by the wind & we sail in sight, no [illegible] last part strong winds from E.S.E. the wind [illegible] & a ship in sight, no [illegible] lays in ship [illegible]

Lat 4 58 S Long 112.30 W

Log [illegible]

[illegible] July 21st

First hard strong wind from E and E by N and the [illegible] E by N, hard, hard, hard, strong wind [illegible] [illegible] saw a Brig steering to the [illegible] employed in ship duty

Lat. 2.21 S Long

Monday July 22d

With hard strong wind from E by the wind E by E, nothing in sight, [illegible] taking the lower topsail 2 reefs, each increasing hard, hard the seas, nothing in sight

Lat 4.31 S Long

Tuesday July 23d

With hard strong wind from E S E and greater, by the wind E S E, nothing to be seen, hard, hard the wind, and steering the same, saw a Brig steering to the S, employed in ship duty

Lat 5.4 S Long 111.37 W

With hard strong wind from E by the wind E S E, nothing in sight, hard, hard strong wind from E S E, by the wind S, nothing in sight, employed in ship duty

Lat 5.25 S Long

Wednesday July 24th

Hard, hard strong wind from E by E the wind E S E, nothing to be seen, hard, hard strong wind from E S E, the wind S, nothing in sight, employed in ship duty

Lat 5.44 S Long

Friday July 26th

Hard, hard strong wind from E by E the wind E S E, saw a Brig, hard, hard wind from E S E, the wind S, nothing to be seen, employed in ship duty

Lat 5.16 S Long 112.36 W

Lat [illegible] Long [illegible] 1[illegible]

Thursday July 27th

First part strong wind from S.S.E. by the wind S. nothing in sight, at noon more that to the E.S.E. last part strong wind S. nothing in sight, saw a sea bird.

Lat [illegible] Long [illegible]

Friday July 28th

First part strong wind from S.E. by E. by the wind S.S.W. saw two birds, at noon more that to the S.S.E. last part strong breeze from S.E. by the wind S.W. nothing in sight except a sea bird.

Lat 5.02 S Long

Saturday July 29th

First part strong breeze from S.E. by the wind S.S.W. nothing to be seen at noon more that to the S.E. last part strong wind from S.E. by the wind S.W. nothing in sight.

Lat 5.17 S Long 112.13 W

Tuesday July 30th

First part strong wind by the wind S.S.W. last part the same two Sperm Whales were up and struck and killed one and of course brought to the ship, middle part lying to the whale last part wind [illegible] very rough, one of the ship's boats was hard to hang on to the whale, broke one of the boats

Lat 5.22 S Long

Wednesday July 31st

First part light and cloudy weather and finally strong wind S.S.W. [illegible] at noon more that S.E. last part strong wind from E.S.E. by the wind S.E. employed in bailing, nothing in sight

Lat 5.03 S Long 113.29 W

Thursday August 1st

First part strong wind from E.S.E. by the wind S.S.E. nothing in sight employed in bailing last part by the wind S employed in bailing nothing to be seen

Lat 4.49 S Long

Log of August 1850

Friday Aug 2d

First part strong wind from E by S
[illegible] light breeze, nothing to be seen
Lost part strong breeze from E by S
Fresh breeze employed in clearing up the wh
nothing to be seen

Lat [illegible] Long [illegible]

Saturday Aug 3d

First part strong wind from E by S
[illegible], nothing in sight, last part strong
breeze E & E by S, the wind S E, nothing in sight
employed in ship, etc

Lat [illegible] Long [illegible]

Sunday Aug 4th

First part strong breeze from E by S, the wind
E by S, nothing in sight, at 1 P.M. made ship to N
E by E, last part the wind S E, ship in sight,
no whales, employed in ship duty

Lat [illegible] Long [illegible]

Monday Aug 5th

First part moderate breeze from E by E
the wind S, ship in sight, at 1 P.M. made ship
to N E by E, last part moderate wind, employed
in getting out for [illegible], [illegible]
in sight, no whales

Tuesday Aug 6th

First part moderate wind from E by S
wind S, employed in stowing down, at 4 P.M. spoke the ship Tamer
last part employed in stowing down, hove to
in sight, no whales

Lat [illegible] Long [illegible]

Wednesday Aug 7th

First part moderate wind from E by S the
wind S, employed in stowing down, at dark spoke the ship Herald, of New Bedford, 3,100 bbls
last part strong breeze from E by S the wind
S the Herald in sight, no whales, employed in
cleaning ship

Lat Long

Long August 1850

Thursday Aug. 8th

First part strong breeze from E S E by the wind S, the Herald in sight, no inhabitants, last part strong winds from E S E, no inhabitants, the mind of a ship in sight, crew employed in shifting sail

Lat 5° 32 S Long 112° 50 W

Friday Aug. 9th

First part strong wind from E S E, no inhabitants, a ship in sight, last part moderate wind from E S E, by the wind S, two sail in sight, no inhabitants, crew employed in shifting sail

Lat 5° 30 S Long

Saturday Aug. 10th

First part strong wind from E S E by the wind S, nothing in sight, at dark more shift to the E S E, last part light breeze from E S E, by the wind S, a ship in sight, no inhabitants

Lat 5° 39 S Long

Sunday Aug. 11th

First part light breeze from E S E by the wind S, nothing in sight, at dark more shift to the E S E, last part strong wind from E to the wind N N E, nothing in sight, employed in shifting sail

Lat 5° 18 S Long

Monday Aug. 12th

First part strong wind from E S E, the wind N E at 3 P M discovered a large Sperm Whale, close to the ship, saw the ship and started to windward, did not lower for him, last part strong wind and squally from E S E, by the wind S, two sail in sight, no inhabitants, employed in shifting sail

Lat 5° 31 S Long

Tuesday Aug. 13th

First part moderate wind and squally, by the wind N E, two sail in sight, last part moderate, the wind S, three sail in sight, no inhabitants, employed in shifting sail

Lat [illegible] August [illegible]

Wednesday Aug 14th

First part moderate wind from E to E by S, the wind S, a thick in sight, no whales. Last part lower from [illegible] E the wind E, three sail in sight, no whales

Lat 25° 8 Long

Thursday Aug 15th

First part wind E by S, the wind S, three sail in sight, no whales, last part strong breeze by the wind S at [illegible] Made Lime to North of Tiburon, 1 [illegible] no whales in sight, employed in shift [illegible]

Lat 5° 02 S Long

Friday Aug 16th

First part strong breeze from E by S by the wind S in company with the [illegible] Bark, no whales. Last part moderate wind from E by S the wind S in Bark in sight, no whales, employed in shift [illegible]

Lat 5° 23 S Long 113° 13 W

Saturday Aug 17th

First part moderate wind from E by S the wind S nothing in sight. Last part moderate wind from E by S the wind S, the S.S. North in sight, no whales, employed in shift only

Lat 5° 18 Long

Sunday Aug 18th

First part moderate wind from E by S by the wind S, saw Bark Hill, the S.S. Kalamazoo in sight. Last part the wind S the Bark in sight, no whales, employed in shift only

Lat 5° 48 S Long

Monday Aug 19th

First part moderate wind from E by S by the wind S, the Bark in sight, no whales. Last part wind from E by S by the wind S, nothing in sight, employed in shift [illegible]

Lat 5° [illegible] Long

Lat [illegible] Long [illegible] 1850

Tuesday Aug 20th

First part light winds from [illegible] to the [illegible] of [illegible] light, last part fresh breezes from [illegible] of the wind [illegible] nothing in sight, employed as the [illegible]

Lat [illegible] Long

Wednesday Aug 21st

First part strong breezes from E S E to the wind [illegible] to [illegible], last part lively breezes from E to E [illegible] the wind [illegible] nothing in sight, employed as the [illegible]

Lat [illegible] Long

Thursday Aug 22d

First part strong breeze from E by S to the wind [illegible] to E, nothing in sight, last part to the wind E, nothing in sight, employed as the [illegible]

Lat [illegible] Long

Friday Aug 23d

First part strong wind from E S E to the wind [illegible], nothing in sight, all sail were shift to the S E, last part strong wind from E to the wind [illegible] to the [illegible] the ship [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat [illegible] Long

Saturday Aug 24th

First part strong wind from E by the wind [illegible] E, nothing in sight, all sail were shift to the S E, last part strong wind from E S E to the wind E, nothing in sight

Lat [illegible] Long [illegible]

Sunday Aug 25th

First part strong wind from E S E to the wind [illegible] E, nothing in sight, last part strong wind from E S E to the wind E, nothing in sight, employed as the [illegible]

Lat [illegible] Long

Lat [illegible] Long [illegible]

Monday Aug 26th

First part strong wind from [illegible] and nothing in sight, and laye in the Lat of Dark more this to the N.E., Long [illegible] wind from E.S.E. by the [illegible] of nothing in sight and laye in the [illegible]

Lat [illegible] Long [illegible]

Tuesday Aug 27th

First part modrate wind from S.S.E. by the wind of saw black fish boven [illegible] and ang at Dark gone this to the N.E., Lat first strong wind from E.S.E. by the wind of nothing in sight, and laye in the Lat

Lat [illegible] Long [illegible]

Wednesday Aug 28th

First part strong wind from E.S.E. by the wind of nothing in sight, at Dark more this to the N.E., Lat part strong wind from E.S.E. by the wind of [illegible] and laye in the [illegible]

Lat [illegible] Long [illegible]

Thursday Aug 29th

First part strong wind from E.S.E. by the wind of nothing in sight, at Dark more this to the N.E., Lat very strong wind from E.S.E. by the wind of [illegible] and laye in the [illegible]

Lat 5° [illegible] Long [illegible]

Friday Aug 30th

First part strong wind from E.S.E. by the wind of, at Dark more this to the N.E., Lat part strong wind from E.S.E. by the wind of, nothing in sight, and laye in the [illegible]

Lat [illegible] Long [illegible]

Saturday Aug 31st

First part [illegible] wind from [illegible] by the wind of nothing in sight, Lat part strong wind from E.S.E. by the wind of nothing in sight and laye in the [illegible]

Lat 5° 33 [illegible] Long [illegible]

Lat [illegible]

Sunday Sept 6th

First part strong wind from E S E by the wind [illegible] for the [illegible] Last part strong wind from E S E by the wind N E, nothing in sight, employed in shifting sails

Lat 4 [illegible] Long

Monday Sept 7

First part strong wind from E S E, by the wind [illegible] in sight, last part steering N E by wind E S E, nothing in sight, employed in shifting sails, the ship making from 10 to 12,000 hundred miles for 24 hours

Lat 8 22 S Long

Tuesday Sept 8

First part strong wind and squally from E S E, by the wind N E, saw two fin backs, last part strong wind from E S E steering N, saw a fin back, employed in shifting sails

Lat 1 25 S Long 116 24

Wednesday Sept 9th

First part moderate wind from E S E steering N nothing to be seen, as sails shifted to the wind, last part light wind from E S E steering N, nothing to be seen but fin backs employed in shifting sails

Lat 3 [illegible] Long

Thursday Sept 10th

First part light wind from E S E steering N saw [illegible] fin backs, last part light wind from E S E, by the wind S S W saw black fish and fin backs, employed in shifting sails

Lat 4 [illegible] Long 116 [illegible]

Friday Sept 11

First moderate wind from S E, by the wind [illegible], nothing but fin backs to be seen, last part light wind from E S E, by the wind S S W saw black fish and fin backs, employed in shifting sails

Lat 8 [illegible] Long 116 [illegible]

Long Islander

Saturday Sept 4th

Fresh fair light wind from S to the N and light airs in sight, very fair strong wind and squally from E to E, by the wind & nothing to be seen, employed in cutting up wood

Lat 41 15 Long

Sunday Sept 5th

Fresh fair strong wind and squally from S.E. by the wind & nothing to be seen, fair weather wind & squally from S.E. by the wind & nothing in sight, employed in ship work

Lat 41 18 Long 17. 12 W

Monday Sept 6th

Fresh fair strong wind from S.E. by the wind & nothing in sight, fair weather wind & squally from S.E. by the wind & nothing in sight, employed in ship work

Lat Long

Tuesday Sept 7th

Fresh fair moderate wind from S.E. by the wind & W, nothing in sight, fair weather strong breeze from S.E. by the wind & nothing in sight, employed in ship work

Lat 41 15 Long 17 [illegible] W

Wednesday Sept 8th

Fresh fair strong wind from S.E. by the wind & W, a sail in sight, no whales, fair weather strong breeze from S.E. by the wind & W a sail in sight, no whales, [illegible] a sail in sight [illegible] without windsail and bring the windsail [illegible] the hatch, [illegible] at noon

Lat 5 11 Long 17. 25 W

Thursday Sept 9th

Fair, fresh strong wind from S.E. by the wind, a sail in sight, no whales, fair weather light breeze from S.E. by the wind, a sail in sight, no whales.

Lat 5 32 Long 17. 17 W

Lat [illegible]

Friday July 1st

First part light airs from E.S.E. by the
compass to E., nothing in sight, last part strong
wind from S.S.E. by the compass & nothing
in sight, employed in shift sails

Lat [illegible] S Long [illegible]

Saturday Sept 1st

First part very variable wind squally from
E.S.E. to the compass I saw some fin backs,
last part light airs from E.S.E. the main
of a ship in sight, no whales, employed in shift
sails

Lat 5°.18' S Long 119°.44'

Sunday Sept 15th

First part light breeze from E.S.E. by the
compass & at 2 P.M. spoke the Wm Beall, of London
no whales, last part, by the wind S.S.E. a ship
in sight, no whales

Lat 4°.5' S Long

Monday Sept 16th

First part light breeze from E.S.E. by the compass
to E. the Wm Beall in sight, last part light breeze
from S.S.E. by the wind S. at 6 A.M. saw a gang
of sperm whale to windward, going to windward, the
Wm Beall to windward, we lowered a boat of them
one the lowest and struck one, took him to the
ship, in getting the spermaceti on the larboard side
we struck the whale so that he parted the head
gear and sunk, therefore we left him altogether
the boats still chasing, at 12 Meridian gave up
the chase and came on board

Tuesday July 17th

First part in the morning S.E., nothing in
sight, last part light breeze from E. by the
compass S.E., at 5 A.M. we saw a shoal of sperm
whale to windward, did not lower for them
the whales turned and went to windward

Lat 4°.5' S Long

Lat [illegible] Longitude [illegible]

Wednesday Sept 12th

First part strong breeze from E.S.E. by the wind to E, nothing in sight, last part strong breeze from E by the wind to E, nothing in sight, employed in ship's duty

Lat 5°.11' S. Long. 120.19 W.

Thursday Sept 13th

First part strong breeze from E.S.E. by the wind S, nothing in sight, at dark were abeam the Isle E, last part strong breeze and squally from E.S.E. by the wind S, nothing in sight, employed in ship's duty

Lat 5°.21' S Long

Friday Sept 20th

First part strong wind from E.S.E. by the wind to E, nothing in sight, last part strong wind from E.S.E. by the wind S, nothing to be seen

Lat 4°.18' S Long 120.33 W

Saturday Sept 21st

First part strong wind from E.S.E. by the wind S, [illegible] the Isle E, nothing in sight, last part strong wind and squally from E.S.E. by the wind S, nothing in sight

Lat 3°.17' S Long

Sunday Sept 22

First part strong wind and squally from E.S.E. by the wind S, at dark were abeam the Isle E, nothing in sight, last part strong breeze from E.S.E. by the wind to E, a ship in sight, no colors

Lat 2°.0' S Long 121.[illegible] W

Monday Sept 23

First part strong wind from E.S.E. by the wind S, [illegible] to be seen at [illegible] the Isle E, last part strong wind from E.S.E. by the wind S, nothing in sight

Lat 1°.55' S Long 121.20 W

Log of September 1840

Tuesday Sept 24th

First part moderate wind from E S E by the wind & nothing in sight, at each were 1/2 to the S E, last part moderate wind from E S E & the wind & nothing in sight

Lat 5° 0 S Long 126.14 W

Wednesday Sept 25th

First part moderate wind from E S E by the wind & nothing to be seen, at each were 1/2 to the S E, last part strong breeze from E S E & the wind & nothing in sight, employed in ship work in stick

Lat 4 48 S Long

Thursday Sept 26th

First part strong breeze from E S E, wind & nothing in sight, last part strong breeze from E S E, at 7 P.M. got sun a large spermaceti and a school of whales, at this time lowered for them, and started them so that we did not get near them, at 9 P.M. came on board, and there we left the whales, did not see him again

Lat 5.26 S Long 124.14 W

Friday Sept 27th

First part strong breeze wind to the N E & nothing to be seen, last part, strong breeze W, nothing to be seen, employed in ship work

Lat 5.22 S Long

Saturday Sept 28th

First part strong wind from E S E wind N W, nothing in sight, last part strong wind by the wind & nothing in sight, employed in ship work

Lat 5.12 S Long 126.20 W

Sunday Sept 29th

First part strong breeze from E S E, by the wind & nothing in the sun, last part [illegible] nothing in sight employed in ship work

Lat 4.28 S Long 126.30 W

Log [illegible]

[illegible] October [illegible]

Last part strong breeze from E.S.E. by the wind, nothing to be seen at sea, made sail to the N. Lat. by observation [illegible] the boat, [illegible] sea [illegible]

Lat. 4.15 S Long

Tuesday October 14

First part strong breeze from E.S.E. by the wind, nothing to be seen at sea, made sail to the N. Lat. by observation [illegible] the boat, [illegible] sea [illegible]

Lat. 4.81 S Long

Wednesday October 15

First part strong breeze from E.S.E. by the wind, nothing to be seen at sea, made sail to the N. Lat. by observation [illegible] the boat, [illegible] sea [illegible]

Lat. 4.81 S Long

Thursday October 16

First part fine weather, finished cutting and commenced cutting to leeward. Lat. by observation [illegible] the boat, [illegible] sea [illegible]

Lat. [illegible]

Friday October 17

First part light breeze from [illegible] the wind, [illegible] sea [illegible]

Lat. [illegible]

Saturday October 18

First part light breeze from E.S.E. by the wind, [illegible] sea [illegible]

Lat. [illegible] Long 125 [illegible]

Lat [illegible] October 1880

[illegible] October [illegible]

[illegible] fresh breezes and fresh S.E. & E. the wind [illegible] E., nothing to be seen, [illegible] Lat. fresh strong winds from S.E. to the wind S.E., nothing to be seen.

Lat. 20.10 S. Long. [illegible]

[illegible] Lat. strong winds from S.E. to E. wind [illegible] E., nothing to be seen, [illegible] Lat. fresh strong winds from S.E. to the wind S.E., nothing in sight, employed in throwing down, nothing in sight.

[illegible] October

Tuesday October [illegible]

Light fresh strong winds from S.E. to E. the wind E., nothing to be seen, employed in throwing down. Lat. fresh strong winds and squally from S.E. to E. the wind E., nothing to be seen and employed throwing down.

Lat. [illegible] Long. [illegible]

Wednesday October [illegible]

Light fresh strong winds and squally from S.E. to E. the wind E., nothing to be seen, [illegible] strong [illegible] Lat. fresh strong winds from S.E. to E. the wind E., nothing to be seen employed in throwing down.

Lat. 2.59 S. Long. 128.45 W.

Thursday October 14th.

Light fresh strong winds from S.E. to E. the wind E., nothing to be seen, employed throwing down. Lat. fresh strong winds from S.E. to E. the wind E., nothing to be seen, employed throwing down.

Lat. 2.59 S. Long. 128.45 W.

Friday October 15th

Light fresh strong winds from S.E. to E. the wind E., nothing to be seen, employed throwing down. Lat. fresh strong winds from S.E. to E. the wind E., nothing in sight, employed in throwing down.

Lat. 2.58 S. Long.

Sept. October 1850

Wednesday Oct 12th

First part light variable winds from E to S & the rest of night to S & SW, Last part moderate wind from S steering W & W nothing to be seen employed as the day

Lat 4.56 S Long 121.46 E

Thursday October 13th

First part moderate wind from E steering W, nothing to be seen, Last part moderate wind from E & S E, steering W, nothing to be seen employed as the day

Lat 4.56 S Long 121.41 E Ship's time 1841 Ship's time 182.11 M

[illegible] Oct 14th

First part moderate wind from E to S steering W & W nothing to be seen, looking for [illegible] and that, [illegible] 24 [illegible], [illegible] Last part moderate wind from E, steering W & W nothing to be seen employed in setting up the chronometers

Lat 4.49 S Long 123.52 E

Friday Oct 15th

First part moderately wind from E steering W & W nothing to be seen, Last part strong wind from E & E, steering S & W, nothing in sight, employed in the day

Lat 4.[illegible] S Long 124.[illegible] E

Saturday Oct 16th

First part strong wind from E S E steering S W, at 2 P.M. [illegible] to S W & W, and to be there [illegible] on [illegible] and [illegible] to the [illegible] to the Last, Last part strong wind from [illegible] nothing, nothing to be seen, steering to the [illegible]

Lat 4.[illegible] S Long 126.50 E

Sunday Oct 17

First part strong wind steering S & E employed in [illegible] nothing to be seen, Last part strong wind steering S & E, employed in [illegible], nothing to be seen

Lat 7.31 S Long 131.[illegible]

Log Cohokes 20

Friday Oct 18th

First part strong wind from E. heavy S by E. Finding lading, nothing to be seen, Last part strong wind more E & E, by the wind S, nothing to be seen, employed in ship work

Lat 9.00 S Long 137.18 W

Saturday Oct 19th

First part strong wind from E by S by the wind S, nothing to be seen, at 1 P.M. left off for one of the Marquesas Island, Last part strong wind from E, steering W by S, at 8 P.M. saw the island of Nukuhiva, which lyed in steering down 20 leagues, no chance to be seen

Lat 8.58 S Long

Sunday Oct 20th

First part strong wind at 1 P.M. two boats went on shore, and at Dark came on board with but two legs, only find nothing else, Last part strong wind from the wind S by E, Domenique in irons on our weather-beam, found we could not clear it, bore up for Typhoe

Lat 8.30 S Long

Monday Oct 21st

First part lying off and on at Typhoe, at 2 P.M., two boats went on shore, at sun set came on board with a few cocoa nuts, and two fowls, Last part strong wind and squally, the Captain went on shore with the boats after nine o'clock a Master-stick

Tuesday Oct 22d

First part strong wind and squally the Capt. on shore, at 8 P.M. the boats came off without any thing the Native having made an attack on one of the boats, killed a man on shore, killing in all, they commenced with stones, the Captain and 4 male were hit a number of times with stones and consider but not dangerous, the reason we suppose, that two chiefs having been here a few days before we have a good many cocoa nuts without paying for them, Captain names for the evening left off at 8 for Otaheite, Last part strong wind from E & steering W by S, no time to be seen, employed in ship work

Lat 10.44 S Long 142.10 W

Lat [illegible] Long 1[illegible]

Wednesday Oct 23rd

First part strong wind from E & steering [illegible] W, nothing to be seen, standing [illegible] Last part strong wind and squally [illegible] E & steering S & W, [illegible] strong to be seen, [illegible] our stay sail.

Lat 12 12 S Long 144 44 E

Thursday Oct 24th

First part strong wind from E, steering [illegible] at 4 P.M. hoped up & nothing to be seen, [illegible] Main top sail, [illegible] sail, and [illegible] Last part [illegible] to wind from E, steering [illegible] E, Spindal [illegible] in sight, at 12 M. [illegible] E. with 2 [illegible]

Lat 14.31 S Long 145 03 E

Friday Oct 25th

First part strong wind and squally from [illegible] E & E, steering S.E. & E, [illegible] in sight, at [illegible] to the wind heading [illegible] E, Last part strong [illegible] from E.S.E & steering S.W, [illegible] and [illegible] in sight, [illegible]

Lat 13° 16 S Long 14[illegible] E

Saturday Oct 26th

First part light [illegible] from E.S.E steering [illegible] W, an Island in sight, Last part moderate [illegible] E steering W & W, nothing to be seen [illegible] in the night

Lat 17.03 S Long 147 85 E

Sunday Oct 27th

First part moderate wind from E steering [illegible] W, nothing to be seen, employed in [illegible] Last part strong wind from E.S.E steering W & W [illegible] Chabele in sight, at 10 A.M. came to an anchor off Chabele in 4 fathoms with our starboard anchor, a number of Shell off anchor, at 5 P.M. found 200 strikes

Monday Oct 28th

First part employed in hoisting up the [illegible] at 7 P.M. [illegible] standing [illegible] hours the water 700 strokes off [illegible] the drawing [illegible] the stern st. [illegible] 13,000 strokes in 11 hours, some rain,

Log — October 1850

Tuesday Oct 29th

First part rainy; in the rainy, both hands & Carpenter employed in stripping the Bows

Wednesday Oct 30th

First part fair; set men on the Carpenter to work on the bows, a watch ashore on shore

Thursday Oct 31st

Pleasant weather, the Carpenter to work on the bows, employed in harbor & dry; a watch ashore on shore

Friday Nov 1st

Pleasant weather employed in carding the ship and getting water on board, and other harbor duty

Saturday Nov 2d

First part pleasant weather, employed in painting the ship, the Carpenter to work on the bows and other ship duty

Sunday Nov 3d

Pleasant weather, all hands ashore on liberty, nothing two of the boatsteerers did not come off when their liberty was out

Monday Nov 4th

Pleasant weather, men employed in carding the ship, the two boatsteerers still on shore

Tuesday Nov 5th

Pleasant weather, carding the ship, and setting up rigging, and other harbor duty

Wednesday Nov 6th

Pleasant weather employed in carding the ship and setting up rigging, cleaning and painting

Thursday Nov 7th

Pleasant weather, employed in carding and painting the ship, and other harbor duty

Friday Nov 8th

Pleasant weather, employed in carding and painting the ship, and other harbor duty

Log November 18[illegible]

Saturday Nov 9th

Pleasant weather, employed in working and painting ship, and other harbour duty;

Sunday Nov 10th

Pleasant weather [illegible] [illegible] ashore, this day one of the boattsteerers, a [illegible], by name [illegible], came on board after being absent seven days, staying [illegible] hours after the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a [illegible]

Monday Nov 11th

Pleasant weather employed in scraping the ship for painting in the afternoon the boattsteerer mentioned above [illegible] [illegible] [illegible] after staying all night, a watch ashore on liberty

Tuesday Nov 12th

Pleasant weather, employed in painting ship and other harbour duty, all hands on board,

Wednesday Nov 13th

[illegible] [illegible] rainy, [illegible] [illegible] [illegible], employed in painting ship and other duty;

Thursday Nov 14th

Pleasant weather employed in harbour [illegible] [illegible] [illegible] [illegible] men, one the Steward on the Consuls [illegible], the others were [illegible] to their [illegible]

Friday & Saturday Nov 15th and 16th

Pleasant weather employed in harbour duty, a watch ashore on liberty

Sunday Nov 17th

Pleasant weather, nothing doing all hands ashore on liberty at [illegible], the men came off two men missing, David Moore and George [illegible]

Monday and Tuesday Nov 18 and 19th

Pleasant weather employed in harbour duty, the two men still absent, the Captain shipping men

[illegible] 18[illegible]

Wednesday Nov 20th

Pleasant weather the Captain [illegible] shipping [illegible] the two runaways [illegible] to go to sea [illegible] the [illegible] had to go back, and [illegible]

Thursday Nov 21st

In the morning the Captain [illegible] on shore [illegible] and found they had caught the two [illegible] left [illegible] away and had to take them on board [illegible] off [illegible] from [illegible] strong [illegible] anchored.

Friday Nov 22d

First part pleasant weather [illegible] variable [illegible] steering [illegible] night, the Captain [illegible] with [illegible] & then running away [illegible] the ship [illegible]. Last part strong breezes with [illegible] of rain [illegible] variable [illegible] nothing [illegible] to be seen.

[illegible]

Saturday Nov 23d

First part light wind [illegible] the wind [illegible] Last part strong wind from S. S. [illegible] the wind [illegible] single reefed topsails [illegible] nothing [illegible] to be seen.

Lat 23 [illegible] Long [illegible]

Sunday Nov 24th

First part strong [illegible] from [illegible] 9 [illegible] single reefed topsails Last part strong wind from E S [illegible] the wind [illegible]

Lat 22 [illegible] Long [illegible]

[illegible] November [illegible]

Monday Nov 25th

[illegible] strong winds and increasing; [illegible] the [illegible] of [illegible] [illegible] in sight [illegible] with the hot [illegible] last [illegible] [illegible]

Tuesday Nov 26

[illegible] the wind S.W. & S. nothing to be seen, [illegible] employed in Shift. Dect.

Wednesday Nov 27th

[illegible] the wind S.W. & S. nothing to be seen, [illegible] employed [illegible]

Lat 20° [illegible] long

Thursday Nov 28

First [illegible] nothing to be seen, employed [illegible] tail, last part light [illegible] [illegible] nothing to be seen, employed in [illegible] tail

Lat 20° [illegible] long

Friday Nov 29th

First part light winds from [illegible] 8, at 5 PM [illegible] Lat [illegible] by the [illegible] nothing to be seen, employed in Shift [illegible]

Lat 20° 31' long

Saturday Nov 30th

First part strong breeze from S by the wind [illegible] last part light winds [illegible] employed [illegible]

Lat 20° 21' long [illegible]

Sunday Dec 15

First part light [illegible] wind from [illegible] to [illegible] nothing to be seen, last part [illegible] light, employed in [illegible]

Lat 26.44 S Long

Monday Dec 2[illegible]

First part light wind from [illegible] to [illegible] nothing to be seen, last part light wind from [illegible] to [illegible] nothing to be seen, employed in refitting sails, looking about 22 [illegible] in [illegible]

[illegible] Remainder

Tuesday [illegible]

First part light wind [illegible] last part light wind from [illegible] to the [illegible] saw a shoal of fish, [illegible] did not [illegible] any

Lat 27.41 S Long 15°.43 W

Wednesday [illegible]

First part light wind [illegible] last part light wind from [illegible] to [illegible] nothing to be seen, last part light wind from [illegible] nothing to be seen [illegible] Albatross [illegible]

Lat [illegible] Long

Thursday Dec [illegible]

First part light wind from [illegible] to [illegible] nothing to be seen, last part strong breeze from [illegible] to [illegible] nothing to be seen [illegible] Albatross [illegible]

Lat 29.29 S Long

Friday Dec 6th

First part strong wind from [illegible] to [illegible] last part [illegible] nothing to be seen, employed in [illegible]

Lat [illegible] S Long

[illegible]

[illegible]

[illegible] strong [illegible] from N.E. to the [illegible] N.E. [illegible] to be seen. Last part moderate [illegible] from N.E. heading E.S.E., [illegible] the [illegible] high sails, lying to under [illegible]

[illegible]

[illegible]

First part moderate [illegible] the [illegible] Last [illegible] E. [illegible] to be seen employed in ship duty

Lat 31.49 S Long 148.50 E

[illegible]

[illegible] strong winds from E. to the [illegible] nothing to be seen. Last part the [illegible] E.S.E., nothing in sight, employed in ship duty

Lat [illegible] Long [illegible]

Tuesday [illegible]

First part strong winds from E. to the [illegible] E. [illegible] of sail, nothing to be seen. Last part the wind the same, by the wind S.E., employed in ship duty

[illegible]

Wednesday [illegible]

First part strong winds from E. to the [illegible] E. by S., nothing [illegible] sail. Last part strong winds from [illegible] by the [illegible] S.E., nothing in sight, employed [illegible]

Lat 35.[illegible] Long [illegible]

Thursday [illegible]

First part strong winds [illegible] E. by the wind [illegible] the [illegible] all. Last part [illegible] E. to the [illegible] S.E., [illegible] the wind [illegible] sail, and [illegible] to be seen, plenty of rain

[illegible] observation

Lat [illegible] Number [illegible]

Friday Dec 13th

First part strong gale from E by E [illegible] Last part strong gale from E by E [illegible] to E by S [illegible] nothing to be seen.

[illegible]

Saturday Dec 14th

First part strong [illegible] from [illegible] steering [illegible] last part [illegible] more moderate, at [illegible] P.M. [illegible] steering E by S [illegible] nothing to be seen [illegible] employed in [illegible]

Lat 35° 48' S Long [illegible]

Sunday Dec [illegible]

First part strong [illegible] from [illegible] steering E by S [illegible] nothing to be seen, last part strong breeze from [illegible] P.M. steering [illegible] nothing [illegible]

Lat 35° 15' S Long [illegible]

Monday Dec 16th

First part strong breeze from [illegible] steering E by S [illegible] nothing to be seen. Last part light wind from [illegible] steering E by S [illegible] nothing to be seen, employed in this duty.

Lat [illegible] Long [illegible]

Tuesday Dec 17th

First part strong breeze from [illegible] steering E by S [illegible] nothing in sight, last part [illegible] from [illegible] E by the main [illegible] nothing to be seen, employed in this duty

Lat 34° 24' S Long

Wednesday Dec 18th

First part [illegible] nothing to be seen, last part light [illegible] from [illegible] E by the main [illegible] nothing to be seen, employed in this duty.

Lat Long

[illegible]

Thursday Dec 19th

[illegible] nothing to be seen [illegible] Thursday Dec nothing to be seen employed in repairing the [illegible]

No Observation

Friday Dec 20th

First part strong wind from [illegible] strong S, nothing to be seen, Last part light wind from W & W & pleasant, employed in [illegible] nothing to be seen

Lat 34.30 S Long 132.26 W

Saturday Dec 21st

First part light wind and pleasant [illegible] W strong [illegible] to be seen, Last part [illegible] from [illegible] by the wind S.S.E. nothing to be seen employed in [illegible]

Lat Long

Sunday Dec 22

First part light breeze from E by the wind to S.E. nothing to be seen, Last part strong wind from E.S.E by the wind to S. nothing in sight, employed in [illegible]

Lat 33.41 S Long

Monday Dec 23

First part strong wind from E.S.E by the wind to E.S.E [illegible] nothing to be seen, Last part [illegible] to S.E nothing to be seen, employed in [illegible]

Lat [illegible] Long [illegible]

Tuesday Dec 24th

First part strong wind [illegible] E.S.E by the wind [illegible] to be seen [illegible] Last part [illegible] from [illegible] to S.E [illegible] nothing to be seen employed in [illegible]

Lat 32.04 S Long 125.0 W

Log[illegible] December 1850

Wednesday Dec. 25th

[illegible] fresh breeze from S.E. [illegible] squally
by the wind & S.E. nothing to be seen,
Last part light winds from S.E. & W. throughout
[illegible] nothing in sight, employed in [illegible]
Lat 28.[illegible] Long [illegible]

Thursday Dec 26th

[illegible] light winds from S.W. throughout
nothing to be seen. Last part [illegible] light
[illegible] S.W. [illegible] nothing
to be seen, employed in [illegible]
Lat 28.[illegible] Long 124.02 W

Friday Dec 27th

First part strong winds from S.W. & W. throughout
& nothing to be seen, single reefs hoisted,
Last part moderate winds S.W.
throughout & nothing to be seen employed in
[illegible]
Lat [illegible] Long [illegible]

Saturday Dec 28th

First part moderate winds from S.W. throughout
& nothing to be seen, Last part light
winds from S.W. throughout & [illegible] nothing
to be seen employed in Ship Duty
Lat [illegible] Long 119.00 W

Sunday Dec 29th

First part light winds from [illegible] to S.E. by the wind
& nothing to be seen, Last part
[illegible] S.E. by the wind & [illegible]
Lat 28.[illegible] Long [illegible]

Monday Dec 30th

First part light breezes from E. by the wind
& S.E. no [illegible] Last part
[illegible] from E. by the wind & S.E. no
[illegible] to be seen employed in [illegible]
Lat [illegible] Long 117.20 W

Long Passage 1830

Tuesday Dec 8th

First part light breeze from E of the wind S & E in squalls, last part fr the wind E & wind S & some light, nothing to be seen employed in this duty

Lat 21.37 S Long [illegible]

Wednesday Dec 1st

First part light wind from S & E to the wind E & nothing to be seen, last part light wind with wind squally wind N E, fr the wind E & E nothing to be seen, employed in this duty

Lat 28.04 S Long

Thursday Dec 2d

First part light breeze from N E to the wind S & E, at last set, nothing to be seen, last part light wind from N E to the wind S & E nothing to be seen, employed in setting up rigging

Lat 29.10 S Long

Friday Dec 3d

First part light wind from N E to the wind S & E nothing to be seen, last part light wind from N E to the wind S & E nothing to be seen, employed in this duty

Lat 30.[illegible] S Long 112.30 W

Saturday Dec 4th

First part light wind from N E to the wind S & E in squalls, employed in this duty, last part light wind from N E shifting to S & E nothing in sight

Lat Long

Sunday Dec 5th

First part light wind from N E shifting S & E in squalls, employed in this duty. Last part wind [illegible] N E, [illegible] S & E [illegible] employed in this duty

Lat [illegible] Long [illegible]

[illegible] Jan 1850

[illegible] Jan 5th

[illegible] nothing to be seen, Last part light wind from [illegible] steering E by S, nothing to be seen except the [illegible] the [illegible]

Lat 32.17 S Long [illegible]

Tuesday Jan 6th

[illegible] light winds from [illegible] steering E by S, nothing to be seen, Last part light wind from [illegible] steering E by S, nothing to be seen, except [illegible] the rigging.

Lat 32.39 S Long 104.34 W

Wednesday Jan 7th

Last part light wind from W steering E by S, nothing to be seen except [illegible] the rigging, Last part light wind from W steering E by S nothing to be seen, except [illegible] that [illegible]

Lat 33.0 S Long [illegible]

Thursday Jan 8th

[illegible] light winds from [illegible] steering E by S nothing to be seen, Last part light winds [illegible] steering E by S nothing to be seen except [illegible] the rigging

Lat 33.12 S Long [illegible]

Friday Jan 9th

[illegible] light winds from W steering E by S [illegible] Last part light wind from [illegible] steering E by S nothing to be seen except [illegible] the rigging

Lat 33.40 S Long 99.24 W

Saturday Jan 10th

[illegible] light wind from W steering E by S nothing to be seen except [illegible] the rigging [illegible] steering E by S [illegible] to be seen except [illegible] the rigging

Lat 33.50 S Long [illegible]

Lat. [illegible]

Sunday Jan. 24th

First part light airs from [illegible] to [illegible] and by so the [illegible] light airs from [illegible] to [illegible] nothing to be seen.

Lat. 34° 37' S Long. [illegible]

Monday Jan. 25th

First part light airs from [illegible] to [illegible] nothing to be seen, last part light airs from [illegible] to [illegible] nothing to be seen and lying on the rigging.

Lat. 34° 02' S Long. [illegible]

Tuesday Jan. 26th

First part light airs from [illegible] to [illegible] nothing in sight. Last part light airs from [illegible] to [illegible] nothing to be seen and lying on the rigging.

Lat. [illegible] S Long. [illegible]

Wednesday Jan. 27th

First part light airs from [illegible] to [illegible] nothing in sight. Last part light airs from [illegible] to [illegible] nothing to be seen and lying on the rigging.

Lat. [illegible] S Long.

Thursday Jan. 28th

First part light airs from [illegible] to [illegible] nothing to be seen and lying on the rigging, last part light airs from [illegible] to [illegible] nothing in sight and lying on the rigging.

Lat. [illegible] Long.

Friday Jan. 29th

First part light airs from [illegible] to [illegible] nothing to be seen and lying on the rigging. Last part light airs and variable with rain [illegible] to the [illegible], nothing to be seen.

Lat. [illegible]

[illegible] January [illegible]

Saturday Jan [illegible]

[illegible] nothing to be seen, [illegible] light [illegible] strong [illegible] nothing in sight and light [illegible] over the [illegible]

Lat [illegible]
Long [illegible]

Sunday Jan [illegible]

[illegible] nothing to be seen, [illegible] light [illegible] strong [illegible]

Lat [illegible] Long [illegible]

Mondays Jan 20th

[illegible] light seen from W to W strong [illegible] light [illegible] light seen from W strong & [illegible] light [illegible] [illegible] in sight [illegible]

Lat 35°.35 S Long 86.32 W

Tuesday Jan 21st

[illegible] light seen from S strong E [illegible] light [illegible] strong breeze [illegible] ship, steering S & W [illegible] in sight [illegible]

Lat 35°.54 S Long 86.23 W

Wednesday Jan 22

[illegible] strong breeze from [illegible] steering [illegible] nothing to be seen [illegible] in sight [illegible]

Lat 36.14 S Long [illegible]

Thursday Jan 23d

[illegible] light seen from E to E. by [illegible] N, nothing to be seen, [illegible] light seen from [illegible] nothing to be seen, employed in shift [illegible]

Lat 36.11 S Long [illegible]

[illegible]

[illegible] 24th

[illegible]

Lat 36. 28 Long [illegible]

Saturday Jan. 25th

[illegible]

Lat 36. 14 Long [illegible]

Sunday Jan 26th

[illegible]

Monday Jan 27th

[illegible]

Tuesday Jan. 28th

[illegible]

Observation

Wednesday Jan 29th

[illegible]

[illegible] [illegible] [illegible]

[illegible] [illegible] [illegible]

[illegible] [illegible] the
wind [illegible] [illegible] the [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] the wind E S E a number of sail in sight
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] with the [illegible]
Lat [illegible] Long

[illegible] [illegible] 31st

[illegible] [illegible] the [illegible] [illegible] the [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] a number of sail
[illegible] [illegible] Lat Long

Saturday February 1st

First part light [illegible] from [illegible] [illegible]
[illegible] a number of sail in sight [illegible]
[illegible] the [illegible] [illegible] part light [illegible]
[illegible] the [illegible] a number of sail in
sight, no whales [illegible] in sight, [illegible]
[illegible]

Lat Long

Sunday Feb 2d

First part light [illegible] from [illegible] the wind
[illegible] [illegible] whales, three sail and the Land in sight
Latter part strong gale from S E, lying to under
[illegible] Main top sail, one sail in sight

Lat 34" 30 S Long

Monday Feb 3d

First part strong gale from [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] very bad by run
[illegible] across the deck [illegible] [illegible] against the [illegible]
[illegible] the [illegible] [illegible] [illegible]
[illegible] with his [illegible] [illegible]
[illegible] [illegible] [illegible] from [illegible] lying to
[illegible] S S W, nothing to be seen, Latter part the
same, a sail in sight, the Spanish boy that got hurt
very bad, hardly any hopes of his recovering

Lat [illegible] Long

Lat [illegible] February 18 [illegible]

Wednesday Feb 14th

Fresh breeze moderate sea, [illegible] being the having left nothing to be seen, but [illegible] moderate seas. At 6 AM the [illegible] sailed by the wind [illegible] nothing to be seen, employed in the [illegible] duty

Lat [illegible]
Long [illegible]

Thursday Feb 15th

First part strong breeze from S.E. throughout, nothing to be seen, but [illegible] the wind [illegible] employed in the [illegible] duty

Lat 93.25° S. Long [illegible]

Friday Feb 16th

First part strong breeze from S.E. to the [illegible] nothing to be seen, and [illegible] the [illegible] part strong [illegible] from S.E. by the wind [illegible] nothing to be seen [illegible] employed in the [illegible]

Lat [illegible]
Long [illegible]

Saturday Feb 17th

First part strong breeze from S.E. with [illegible] by the wind [illegible] nothing to be seen, but [illegible] light winds from [illegible] wind to [illegible] employed in the duty

Lat [illegible]
Long [illegible]

Sunday Feb 18th

First part light winds from [illegible] the wind [illegible] a sail in sight [illegible] from S.E. the [illegible] employed in the duty

Lat 66.25° S. Long [illegible]

Monday Feb 19th

Fresh breeze from S.E. to the wind [illegible] sail in sight at first [illegible] the duty [illegible] at noon last part strong breeze from S.E. by the wind [illegible] number of sail in sight, employed in the duty

Lat 64.30° S. Long [illegible]

Log February 1851

Tuesday Feb 11th

[illegible] fresh strong breezes from S.E. by the wind
[illegible] at 8 PM saw a shoal of fish [illegible] we were
[illegible] and no land, but fresh strong breezes from
S.E. the course of the [illegible] to be S.W.
[illegible] in sight. Lat
[illegible] Long 92.02 W

Wednesday Feb 12th

[illegible] fresh strong breezes from S.E. by the wind
[illegible] no whales, one ship in sight, at dark saw
[illegible] ship to the E.S.E. last part
[illegible] from S.E. by the wind S.E. saw a boat
[illegible] no whales only boys in ship. Lat
Lat 35 [illegible] Long

Friday Feb. 14th

[illegible] fresh light winds from S.E. steering S.W.
[illegible] in sight, no whales. Last part light winds
[illegible] steering to the S.W. saw a sail in sight
[illegible] no whales only boys in ship. Lat
Lat 35°.14 S. Long 92.09 W

Saturday Feb 15th

[illegible] fresh light winds from N. steering S.S.
[illegible] no whales, at dark spoke the ship Helen of
[illegible], Capt. [illegible] from
[illegible] the wind S.E. by E. the ship in sight,
[illegible] no whales only boys in ship. Lat
Lat [illegible] Long 92.50 W

Sunday Feb 16th

[illegible] fresh strong breezes from S.E. by the
wind to S.S.E. the ship in sight [illegible]
[illegible] saw a sail
[illegible] no whales only boys in ship
Lat Long

Monday Feb 17th

[illegible] light [illegible] [illegible] [illegible] at [illegible] the [illegible] [illegible] [illegible] from [illegible] [illegible] the [illegible] at 10 [illegible] saw a shoal of [illegible] [illegible] [illegible] with the [illegible] [illegible],

Lat [illegible] Long [illegible]

Tuesday Feb [illegible]

[illegible] part the [illegible] [illegible] [illegible] whales [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] both [illegible] the ship [illegible] [illegible] for [illegible] [illegible] part cutting at 12 [illegible] [illegible] [illegible] [illegible] [illegible] in sight [illegible] whales

Lat 34. 30 S

Wednesday [illegible]

[illegible] [illegible] pleasant, commenced boiling, a sail in sight [illegible] fine breeze and pleasant from W. no whales a number of sail in sight, boiling,

Lat Long

Thursday Feb 20th

[illegible] [illegible] [illegible] [illegible] [illegible] a number of sail in sight, at [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Latter part light airs from [illegible] steering [illegible] no whales 2 sail in sight [illegible] [illegible] [illegible]

Lat Long

Friday Feb 21th

[illegible] part light airs from [illegible] steering [illegible] no whales at [illegible] [illegible] boiling two sail in sight [illegible] [illegible] [illegible] sail in sight, no whales, employed in Ship Duty

Lat [illegible] Long

Saturday [illegible] 22[illegible]

[illegible] light airs from [illegible] [illegible] [illegible] [illegible] [illegible] sight, no whales, Latter part light airs from [illegible] [illegible] [illegible] two sail in sight no whales, employed in ship duty

Lat Long

Log Extract No. 1

Sunday Feb 23d

First part light winds from S.E. by the wind
we hailed a Hamburgh schooner from Valparaiso, bound
to Hamburgh, at Dark spoke the Philippi Dalas go
last part to the wind W.S.W. wind S.E. to N.E.
by N., in latitude [illegible] in the night
Lat [illegible] Long [illegible]

Monday Feb 24th

First part lively breeze from S.W. by the wind W.N.W.
nothing to be seen, Last hard strong wind from
E. and rainy by the wind E.N.E., nothing in sight
of land in this night.
Lat 23. 21 Long

Tuesday Feb 25th

First hard strong wind from E.S.E. by the wind
E.N.E. a sail in sight, only land in this night
Last part strong breeze from S.E. by E. by the
wind S.E. by E. nothing to be seen but land in
sight Down out.
Lat Long

Wednesday Feb 26th

First hard strong breeze from S.E. by E. by the
wind S.E. by E., nothing to be seen, only land in
sight down rail, last part the wind nothing
to be seen
Lat 33. 45° S Long 22. 45° S

Thursday Feb 27th

First hard strong breeze from S.E. by E. the wind
only land in sight down rail, nothing to be
seen, last part moderate wind from E.S.E. by the
wind E., nothing to be seen only land in this night
Lat 34. 57 Long 19. 12 E

Friday Feb 28th

First hard lively breeze from E.S.E. by the wind
E. we saw two sail, broke a sail in sight, at dark
we shift to the E.N.E. last hard strong breeze
from E.S.E. the wind E.N.E., nothing to be
seen only land in this night

Lat Long

[illegible]

[illegible]

[illegible] strong winds from [illegible] by the wind [illegible] nothing to be seen. Last part strong winds from S.E. by the wind E. Employed on duty no whales, employed in Ship Duty

Lat 34.19 N Long [illegible]

[illegible]

Third part strong winds from [illegible] by the wind E the Land and one bed in sight, no whales [illegible] that to the [illegible] last part strong winds and squally from [illegible] by the wind S.E. a bed in sight, no whales employed in ship duty

Lat [illegible] Long [illegible]

Monday March 30

First part strong winds and squally from [illegible] by the wind [illegible] bed in sight, no whales. Last part strong winds and squally from S.E. by the wind S.S.W. nothing to be seen employed on ship duty

[illegible]

Tuesday March 31

First part strong winds from S.E. by the wind [illegible] bed in sight, no whales, last part strong winds from S.E. by the wind E, nothing to be seen employed in [illegible]

[illegible]

Wednesday March 5th

First part strong winds and squally from S.E. by the wind E, saw a ship to windward steering to the S.W. no whales, last part strong winds and squally from S.E. by the wind E nothing to be seen employed in ship duty

Lat 34.49 N Long 81.50 W

Thursday March 6th

First part strong wind from S.E. by the wind E, nothing to be seen. Last part strong winds from S.E. by the wind S.S.W. nothing in sight employed in Ship Duty

Lat Long

Log ... March 1851

Friday March 7th

First hard strong wind from S to S by the wind S S W, all the 24 hours the ship Tarrieen of Barbados, [illegible] tons, 300 hds sugar, strong breeze from S blowing 8 to 9, a bark in sight, no whales employed in ship's work

Lat Long

Saturday March 8th

First hard strong breeze from S blowing 8 to 9 nothing else to be seen, last part moderate wind from S blowing 4 to 6, the land and one sail in sight, not logged in ship's duty

Lat 34.13 S Long 80.40 W

Sunday March 9th

First hard light wind from S blowing 4 to 6, the land in sight, no whales, a bark near ship, the W last part light wind from S W blowing 4 to 6, a bark in sight, also two sail, no whales employed on ship's duty

Lat 34.52 S Long

Monday March 10th

First hard light wind from S W blowing 4 to 6, the two sail in sight, a bark, [illegible] dove fin [illegible], last part light wind from S W, the bark in a rolling [illegible] the other sail hard a [illegible], the ship of Barbados and Nava of Antwerp, also one other sail in sight.

Tuesday March 11th

First hard light wind from S W the boat in [illegible], at 4 P.M. wind S W with a [illegible] [illegible] wind S S E, three sail in sight, last part [illegible] from W by the wind S S W, the land, two sail in sight, no whales, not logged in ship's duty.

Lat Long

Wednesday March 12th

First hard light wind from W by the wind S W, the land in sight, no whales, last part light wind from S W by W the wind S W by S, two sail in sight, no whales, not logged in ship's duty

Lat 34.32 S Long

Thursday March 12th

[illegible] [illegible] [illegible] to [illegible] from [illegible] the [illegible] [illegible] W, two sail in sight, [illegible] [illegible] in [illegible] [illegible] no whales, the [illegible] [illegible] sight, Latt [illegible] [illegible] wind from [illegible] [illegible] the wind [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in sight, [illegible] [illegible] [illegible] in this [illegible]

Lat [illegible]

Friday March 13th

[illegible] [illegible] [illegible] [illegible] from [illegible] the wind [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] moderate wind from S, by the wind W S W, nothing to be seen [illegible]

Lat 32. 35 S Long

Saturday March 14th

First part moderate wind from [illegible] the wind [illegible] [illegible] [illegible] [illegible] Last part strong wind from S E by the wind S S W, nothing to be seen, [illegible] in this [illegible]

Lat 33. [illegible] Long 83. [illegible] W

Sunday March 15th

First part strong wind from S E [illegible] the wind [illegible] nothing to be seen, at [illegible] shortened sail for the night Last part [illegible] from [illegible] the wind [illegible] [illegible] in sight no whales, [illegible] [illegible] in this [illegible]

Lat 33. 29 S Long

Monday March 16th

[illegible] [illegible] [illegible] [illegible] from S S [illegible] the wind [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], Last [illegible] [illegible] the [illegible] in sight no whales [illegible] [illegible] in this [illegible]

Lat 33. [illegible] Long

Tuesday March 17th

First part calm [illegible] [illegible] [illegible] [illegible] [illegible] in sight no whales, Latter part light wind from [illegible] [illegible] [illegible] [illegible] [illegible] to be seen [illegible] [illegible] in this [illegible]

Lat 33. 12 S Long 83. 37 W

Wednesday March 19th

First part [illegible] wind S.W., Last part [illegible] wind from S, by the wind S & E, nothing to be seen and employed in the duty

Lat 34.09 S Long 88.25 W

Thursday March 20th

First part [illegible] wind from S.E. by the wind E, nothing to be seen but [illegible] wind from S [illegible] by the wind [illegible] that [illegible] and [illegible] killed him

Lat 34.06 S Long 88.050 W

Friday March 21st

First part light wind [illegible] at [illegible] the [illegible] and [illegible] cutting, [illegible] afternoon [illegible] in the Young Tom in sight, last part light wind [illegible] S & E [illegible] nothing in the whale, [illegible] the Young Tom [illegible] other ship in sight [illegible] the S.W. [illegible] cutting

Lat 33.50 S Long 85.30 W

Saturday March 22d

First part light wind from S by the wind [illegible] [illegible] sail in sight employed in cutting, last part [illegible] weather, employed in boiling, nothing to be seen by the wind S.W., wind S & E

Lat 33.58 S Long 88.51 W

Sunday March 23

First part light wind from [illegible] by the wind S & W nothing to be seen employed in cutting [illegible] last part [illegible] from [illegible] by the wind S & E [illegible] light, finished cutting, nothing to be seen employed in clearing up the deck

Lat 34.[illegible] S Long 88.[illegible] W

Monday March 24th

First part strong breeze from S.W. with rain [illegible] by the wind S & E, last part [illegible] and from [illegible] by the wind W & W, nothing to be seen employed in that duty

Lat Long

Log March

Tuesday March 25th

First part light airs from [illegible] the wind [illegible] nothing to be seen, employed in [illegible] last part light airs from [illegible] the wind [illegible] nothing to be seen, employed in unfurling sail for blowing down.

Lat [illegible] Long [illegible]

Wednesday March 26th

First part light wind from [illegible] blowing [illegible] nothing to be seen, employed in unfurling sail. Last part blowing [illegible] the wind [illegible] nothing to be seen, employed in blowing down

Lat [illegible] Long [illegible]

Thursday March 27th

First part blowing [illegible] from [illegible] the wind [illegible] nothing to be seen, employed in blowing down. Last part light [illegible] from [illegible] blowing [illegible] nothing in sight, employed in blowing down

Lat [illegible] Long [illegible]

Friday March 28th

First part light wind from [illegible] blowing [illegible] a sail in sight, [illegible] employed in ship [illegible] last part [illegible] blowing [illegible] a sail in sight [illegible] employed in ship [illegible]

Lat [illegible] Long [illegible]

Saturday March 29th

First part [illegible] from [illegible] blowing [illegible] in sight, [illegible] employed in [illegible] last part light airs from [illegible] with [illegible] the wind [illegible] [illegible], employed in ship [illegible]

Lat [illegible] Long [illegible]

Sunday March 30th

First part [illegible] from [illegible] the wind [illegible] nothing to be seen, last part [illegible] blowing [illegible] nothing to be seen employed in ship [illegible]

Lat [illegible] Long [illegible]

Day 1 April 1841

Monday March 31st

First part strong wind from S.E. by the wind S.S.E., nothing to be seen, at dark shortened sail to the wind S.S.W., Last part moderate gale from S.S.E. to the wind S.W., nothing to be seen, employed on ship duty.

Lat 33.48 S Long

Tuesday April 1st

First part moderate gale from S.S.E. by the wind S.W., nothing to be seen, at dark more sail to the wind, Last part the same to the wind S.S.E. nothing to be seen, employed on ship duty.

Lat 33.57 S Long

Wednesday April 2d

First part moderate gale from S.S.W. by the wind S.S.E., nothing to be seen, Last part strong breze from S.S.W. to the wind S.E., nothing in sight employed in setting up cask

Lat Long

Thursday April 3d

First part light wind from by the Heaving S. nothing to be seen, employed in setting up cask, Last part strong breze and squally from S.S.E. of the wind E.S.E. to S.E. in sight, no wheals, setting up cask

Lat Long

Friday April 4

First part strong wind from S and squally by the wind E.S.E. exchanged signals with an American ship, no wheals to be seen, Last part strong wind and squally from W.S.W. steering S.E. nothing to be seen, employed in ship duty

Lat 36.18 S Long

Saturday April 5th

First part strong gale from S.W. the wind E.S.E. saw a whale sleeping the ship, Last part moderate gale from S.W. by the wind E.S.E. exchanged signals with an English ship steering to the N.E., no whale to be seen, employed in ship duty.

Lat 37.16 S Long 44.46 W

Log Book 1857

Sunday April 5th

First hard strong gale from S steering S.E., at 2 [illegible] in the morning, and close reefed the top sails, [illegible] employed in ship duty. Last part strong wind from S.E. to the north S.E., nothing to be done, employed in ship duty.

Lat 28.12 S Long 76.45 W

Monday April 6th

First hard strong wind from S steering S.E. by E, a sail in sight, employed in ship duty. Last part it got fresher from S.E. steering S.E. by E; a brig in sight steering to the N. in [illegible], employed in ship duty.

[illegible]

Tuesday April 7th

First hard light wind from S.E. to the north S.E., nothing to be seen, setting up pumps for water. Last part calm, heading to N. E., [illegible] to be seen employed in ship duty.

Lat 26.40 S Long 74.30 W

Wednesday April 8th

First hard calm, employed in ship duty, heading to the E. Last part light wind from [illegible] steering [illegible] a sail steering [illegible] employed in [illegible] ship.

[illegible]

Thursday April 9th

First hard [illegible] wind from [illegible] steering E. [illegible] ship duty. Last part light [illegible] steering [illegible] for the land, [illegible] employed in ship duty.

Friday April 10th

First part light airs from [illegible] steering [illegible] the bay for Valparaiso, a number of boats [illegible] and [illegible] of [illegible] the middle of the bay a thick fog [illegible] land [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Saturday April 12th

[illegible] employed in watering and other harbour work [illegible]

Sunday [illegible]

[illegible] light [illegible] known shoal [illegible]

Monday April 14th

employed in watering and other ship duty

Tuesday & Wednesday April 15th and 16th

which was employed in watering the ship, and other harbour duty

Thursday & Friday April 17th and 18th

blowing strong from [illegible] and rainy during nothing material done

Saturday April 19th

Pleasant weather, employed in blacking the hull and other harbour duty, a match alongside in liberty, five Canakas in the Calabooz, suppose they were running away as they were found in the country some way; when they were taken

Sunday [illegible] April 20th

Pleasant weather [illegible] a match alongside in liberty, two Canakas ran away out of the Calabooz

Monday April 21st

Pleasant weather employed in setting a mark on [illegible] and other ship duty

Tuesday April 22d

Pleasant weather employed in setting a mark on [illegible] and other duty, a match alongside in liberty, a mate by name John Bullman away

Wednesday 23d to Thursday 24th inclusive employed in harbour duty and in shifting [illegible]

Friday May 2d to Tuesday

Pleasant weather, a light breeze from S. of S. E. [illegible] end of the Bay [illegible] Steamer [illegible] end of the bank light bears from [illegible] the wind [illegible] fresh string breeze from [illegible] the wind [illegible] and in sight, saw humpback whales, and black fish [illegible] and in shoal water

Lat 36° 0' S Long

Log Bay 1.27

Saturday Nov 2

Fresh strong near gales from the wind W.S.W a Ship in sight saw the Lands at land Dark reefed the top sails and furled the Fish and strain said Daily strong gales fresh fanning the under a close reefed sheets but had nothing to be seen

Sunday Nov 3rd

Fresh strong gales from W.S.W with rain Tacks to make a close reefed sheets but said at 8 in more Shift to the W.S.W & nothing to be seen

Lat 25.0 N Long

Monday Nov 5th

Fresh hard strong gale from W.S.W rain tacks in the Bay that after setting the fore and the forward daily after hard fresh wind moderate wind shift to the W.S.W bearing the Hard Bank

Lat W. 10 L Long

Tuesday Nov 6th

Fresh hard strong breze from W.S.W the wind W set the fore top sail, nothing to be seen, a hard in sight and hard moderate wind from W.S.W to the wind W.S.W, nothing to be seen, employed in repairing a stern boat

50 Elevation

Wednesday Nov 7th

Fresh hard moderate wind from W.S.W by the wind W.S.W, hove said in sight, no indaria to be seen, employed in mending a boat Daily hard light and a rainy from S.W.S by the wind S.W, a sail in sight, employed in shift Daily

50 Elevation

Thursday Nov 8th

Fresh hard light wind and rainy from S strong W.S.W, nothing to be seen, employed in shift Daily Said fresh light in S.W by the wind S.W.S, nothing to be seen, employed in shift Daily

Lat 26.05 S Long

Lat [illegible] Lon [illegible] 1851

Friday May 9th

First part light winds from N.W. by the wind at 8 P.M. saw a shoal of [illegible] whales, at 30 to leave the boats and chase them without success of [illegible] and on board, and shortened sail for the night. Last part saw a number of fin backs, a sail in sight, employed on ship duty.

Lat 36.41 Long

Saturday May 10th

First part moderate wind from E.S.E. and rainy [illegible] N.W., a sail in sight, Last part lively breeze from S.E. steering N.W. two sail in sight a whale and boys on ship duty.

Lat Long

Sunday May 11th

First part lively breeze from S.E. steering N.W. by N. two sail in sight, plenty of fin backs. Last part lively breeze from S.E. steering W.N.W. Lower Kinnecum in sight, saw a number of fin backs employed on ship duty.

Lat 25.29 Long

Monday May 12th

First part lively breeze from S.E. steering S.W. by W. at 20 minutes to sun set, saw a large shoal of Sperm Whales 4 miles off dear bow for two hours 4 leagues at least starboard side and stern. Last part calm, at 4 P.M. saw a shoal of Sperm Whales windward lowered the boats and pulled off to them, within a mile and a half they started and went to windward, a shoal of porpoises started them, shoved down to windward, run 20 miles this bearing N.W.

Tuesday May 13th

First part light airs from W.S.W. at 2 P.M. the boats came on board no success steering S.E. by S. in the direction of the whales, saw the same whales we saw the night before, Last part light breeze from W.S.W. by the wind N.W. no whales employed in ship duty.

Lat 38.29 Long

Wednesday May 14th

First part lively breeze from W.S.W. by the wind N.W. nothing to be seen, Last part light breeze from S.W. by the wind W.N.W. nothing in sight employed in ship duty.

Lat Long

Long [illegible] May [illegible] 1881

Tuesday May 17th

First part lively breeze from S W by the main
W H H nothing to be seen, crew employed in ship work
Last part light airs from S steering N 15 W, no work
employed on ship work

No Observation

Sunday May 18th

First part light wind from S W steering N
W 1/2 W no whales, crew employed in ship work,
Last part light airs from S W steering N by W
a sail in sight, no whales crew employed in ship work

No Observation

Saturday May 19th

First part light airs from S steering N E, nothing
to be seen, crew employed in ship work, Last part light
airs from S W steering N E nothing to be seen, crew
employed in ship work

Lat 30 15 S Long

Sunday May 20th

First part lively breeze from S E steering N W E
nothing to be seen, Last part light wind from S E
steering N N E nothing to be seen, crew employed
ship work

Lat 30 12 S Long 78.09 W

Monday May 21st

First part light airs and variable from S W E
steering N N E, nothing to be seen, crew employed in
ship work, Last part light wind from E steering
N W by W a ship in sight, no whales, crew employed in
ship work

Lat 27.18 S Long 80.22 W

Lat

Tuesday May 22d

First part light airs from S E steering N W, a ship
in sight no whales, Last part light wind from S E steering
N W by W saw three ships in sight, no whales, crew employed in
ship work

Lat 22.22 S Long 79,00 W

Log Book

Wednesday May 21st

First part light airs from S.E. steering W.N.W. [illegible] Islands in sight, no whales, last part calm, the Islands in sight no whales, employed in Ship Duty.

Lat 26.[illegible] S Long [illegible]

Thursday May 22d

First part light airs from S.W. by the wind [illegible] 8 fin backs and black fish, [illegible] black fish, and [illegible] in, last part light breezes S.W. by the wind [illegible] saw some fin backs employed in Ship Duty.

Lat 25.41 S Long [illegible]

Friday May 23d

First part light breeze from S.W. by the wind [illegible] nothing to be seen employed in hoisting [illegible] last part light airs from S.E. steering [illegible] nothing to be seen, employed in Ship Duty.

Lat Long

Saturday May 24th

First part calms, nothing to be seen, employed in Ship Duty, last part light airs from S. steering [illegible] a Bark in sight, no whales employed in Ship Duty.

Lat 23.41 S Long

Sunday May 25th

First part light airs from S. steering [illegible] a Bark in sight, no whales, last part light airs from S.E. steering [illegible] nothing in sight employed in Ship Duty.

Lat 23.[illegible] S Long

Monday May [illegible]

First part light airs from S.E. steering [illegible] nothing to be seen, employed in Ship Duty, last part light breeze and squally from S.E. steering [illegible] nothing to be seen employed in [illegible] a fore sail,

Lat 21.[illegible] S Long

Long 1 May 1851

Tuesday May 27th

First part lively breeze from E S E steering S W by W, no whales, employed in ship duty, Last part strong breeze from S E by E, steering S W by W, nothing to be seen, lay for whales, employed in ship duty

Lat Long

Wednesday May 28th

First part strong wind from S E steering S W by W; nothing lay for whales, Last part light wind from E by S, steering S W by W; nothing to be seen employed in ship duty

Lat 17.35 S Long

Thursday May 29th

First part light wind from S E by E steering S W by W nothing to be seen, employed in ship duty Last part light wind from E S E steering S W by W nothing to be seen, employed in ship duty

Lat 17.35 S Long

Friday May 30th

First part light airs from S E steering S W by W a boat in sight, no whales, employed in ship duty Last part light wind from E S E steering S W saw a number of fin backs, a boat in sight, employed in ship duty

Lat 17.30 S Long

Saturday May 31st

First part light wind from S E by E steering S W a boat in sight, no whales, Last part light wind from S E steering S W, no whales, employed in ship duty

Lat 17.25 S Long

Sunday June 1st

First part light wind from S E steering S W nothing to be seen, employed in ship duty, Last part light airs from E steering S W by W, nothing to be seen employed in ship duty

Lat 17.17 S Long

Log Book 1874

Monday June 29

First part light wind from W. S & E steering W by W, nothing to be seen, employed in ship duty, last part calm, bearing to the N W, plenty of birds, employed in ship duty

No Observation

Tuesday June 30

First part light wind from S W steering N W by W no whales employed in ship duty, last part light wind a Bark in sight, steering N W by W no whales employed in ship duty

Lat Long

Wednesday June 4th

First part light wind from S by W steering W by N no whales to be seen, last part light wind from S W steering W N W a Bark in sight, no whales employed in ship duty

Lat Long

Thursday June 5th

First part light wind from S W steering W N W a Bark in sight, no whales employed in ship duty, last part light wind from S by E steering W N W no whales, a Bark in sight employed in ship duty

Lat 10.33 S Long 86.23 W

Friday June 6th

First part light wind from S S E steering W by N no whales, the Bark in sight, last part strong breeze from S S E steering W N W, no whales, a Bark in sight employed in ship duty

Lat 1.17 S Long

Saturday June 7th

First part strong breeze from S S E steering W a Bark in sight, no whales, last part strong breeze from S S E steering W N W nothing to be seen employed in ship duty

Lat 1.17 S Long 89.23 W

Log Book 1841

Tuesday June 8th

First part strong breeze from E.S.E. steering N.W. nothing to be seen, confined in ship. Last part the same

Lat 7.20 S Long 90.58 W

Monday June 9th

First part light breeze from S.E. to steering N.W. nothing to be seen, last part light breeze from E.S.E. steering N.W. nothing to be seen

Lat 6.37 S Long 92.12 W

Tuesday June 10th

First part light breeze from E.S.E. steering N.W. same as the same nothing to be seen, confined in ship

Lat 5.12 S Long 94.50 W

Wednesday June 11th

First part light breeze from E.S.E. steering N.W. nothing to be seen, Last part the same, confined in ship

Lat 5.27 S Long 96.04 W

Thursday June 12th

First part light breeze from E.S.E. steering N.W. saw black bird, confined in ship, Last part moderate wind from E.S.E. steering N.W. saw some fine birds, confined in ship

Lat 4.48 S Long

Friday June 13th

First part light wind from E.S.E. steering N.W. saw a few birds, Last part light wind from E.S.E. steering N.W. nothing to be seen, confined in ship

Lat 4.40 S Long 100.21 W

Saturday June 14th

First part light wind from E.S.E. steering N.W. nothing to be seen, Last part light wind from E.S.E. steering N.W. at 8 P.M. spoke the Bark Lexington of Boston, Capt. C. Breeth 60 days, no whale to be seen confined in ship

Lat 4.14 S Long

Log [illegible] 1839

Sunday June 16th

First part light winds from [illegible] steering [illegible] nothing to be seen, last part light breezes from [illegible] steering to the W nothing to be seen and lays in the [illegible]

Lat 1°.40 S Long [illegible]

Monday June 17th

First part light breeze from S & E, steering the [illegible] a sail to the [illegible] which to be seen [illegible] to the main by steering [illegible] E, last part strong wind from S E, & the wind S & W, nothing to be seen and lays in the [illegible]

Lat [illegible] S Long 104.19 W

Tuesday June 18th

First part strong wind from S E, steering S [illegible] nothing to be seen, at 1 shortened sail for the night, bearing S W, last part strong breeze from S E the wind S & W, nothing in sight,

Lat 5°.27 S Long 106.15 W

Wednesday June 19th

First part strong breeze from S E steering to the S W, nothing to be seen at 1 shortened sail [illegible] last part light wind from S E, steering S & W nothing to be seen, comp lays in the [illegible]

Lat 5°.41 S Long 1[illegible] W

Thursday June 20th

First part light winds from S E steering W & [illegible] after that, at 1 hauled to the wind bearing [illegible] last part light winds from S E & steering [illegible] nothing to be seen and lays in the [illegible]

Lat [illegible] S Long [illegible] W

Friday June 21st

First part light winds from S E & steering to the W, the sail is hauled up at the [illegible] Lancaster, at [illegible] last part [illegible] S E the wind S & E the sail is hauled up and lays in the [illegible]

Lat 5°.17 S Long 107.24 W

Saturday June 21st

First part strong breeze from E by the wind to E. Last part light, no incidents, last part strong breeze from E by the wind E, nothing to be seen, employed in Ship Duty

Lat 6.27 S Long

Sunday June 22nd

First part strong wind from E by the wind to E, nothing to be seen, last part strong breeze from E by the wind S by E, nothing to be seen employed in Ship Duty

Lat 6.15 S Long 107.54 W

Monday June 23rd

First part moderate wind from E by the wind S by E a Merchant Bark in sight, no incidents, last part moderate wind from E by the wind N by E, nothing to be seen, employed in Ship Duty

Lat 4.09 S Long 107.59 W

Tuesday June 24th

First part moderate wind from E by the wind S by E a Merchant Bark in sight, no incidents, last part light wind from E by the wind S by E, nothing to be seen employed in Ship Duty

Lat 4.26 S Long

Wednesday June 25th

First part light wind from E by the wind S by E nothing to be seen, last part moderate wind from E by the wind S by E, nothing to be seen,

Lat 4.31 S Long 107.50 W

Thursday June 26th

First part moderate wind from E by the wind S by E nothing to be seen, last part strong breeze from E by the wind S by E, nothing to be seen, employed in Ship Duty

Lat 4.30 S Long 107.32 W

[illegible] Lat [illegible]

Friday June 20th

First part strong breeze from E by the wind
S by E, nothing to be seen, last part moderate wind
from E, steering W S W, nothing to be seen, employed
in ship duty

Lat [illegible] Long 109.30 W

Saturday June 21st

First part moderate wind from E, steering W S W
nothing to be seen, at noon hauled to the wind
lying E N E, at four there came from E, by the
wind S S E nothing to be seen.

Lat 5.10 S Long 109.45 W

Sunday June 22

First part strong breeze from E by the wind
S, nothing to be seen, at noon shift to
the E N E, last part strong breeze from E steering
W N W, nothing in sight, employed in ship duty

Lat 5.04 S Long 110.50 W

Monday June 23rd

First part strong breeze from E, steering W S
W nothing to be seen, at noon hauled to the wind
lying E N E, last part fine breeze from E N E
to the wind S E nothing to be seen, employed
in ship duty

Lat Long

Wednesday July 2

First part strong breeze from E N E, by the wind
S E nothing to be seen, at noon shift to the
E N E, last part moderate wind from E, steering
W N W, nothing to be seen.

Lat 5.10 S Long 111.06 W

Long [illegible] Lat [illegible] 1884

Saturday July 2

First part moderate wind from E, steering S & W, nothing to be seen. Last part moderate wind from E, by the wind S & E, nothing to be seen.

Lat [illegible] 20 S Long [illegible]

Sunday July 4th

First part light wind from E, by the wind S & E, nothing to be seen, at 8 P.M. hove to the [illegible] Last part strong breeze from S E, steering W & N nothing to be seen, employed in ship duty.

Lat [illegible] Long [illegible]

Saturday July 5th

First part strong breeze from S E, dare not to the E, hove to [illegible] at 4 P.M. shake the ship [illegible] of Ben Bolpin, Hanel Mabla, 1 month 30 lb an Bank Dragon of Ran Kuhof, 1 month 30 lb, Last part strong wind from S E & S steering E by E, the [illegible] in sight, no whales, employed in ship duty.

Lat 4.21 S Long [illegible]

Sunday July 6th

First part strong wind from E, by the wind N & E, nothing to be seen. Last part strong wind from E by S, steering S & W E, nothing but fin backs to be seen

Lat 2.51 S Long 109.48 W

Monday July 7th

First part strong breeze from S E, steering S & E nothing but fin backs. Last part strong breeze from E S E, steering S & W nothing to be seen, employed in ship duty

Lat 1.28 S Long 101 15 W

Tuesday July 8th

First part strong breeze from S E, steering N by E nothing to be seen, last part light wind from E steering S & W, nothing to be seen, but fin backs, employed in ship duty

Lat 12 Miles S Long 100.27 W

Chief Mason on the 1st there 5.21

Wednesday July 9th

First part light wind from S.E, steering S.W. nothing to be seen, last part strong wind from S.E by E, steering S.W by S, nothing to be seen, employed in ship Duty

Lat 20 Miles to long

Thursday July 10th

First part strong wind from S.E by E steering S.W by S, last part strong wind from S.E steering S.W, nothing to be seen employed in ship Duty

Lat 5.05 Miles S Long

Friday July 11th

First part strong wind from E.S.E steering S.W, nothing to be seen, at dark shortened sail, and lufed to the wind, Last part strong wind from E.S.E, steering S.W by W, nothing to be seen, employed in ship Duty

Lat 1.07 long

Saturday July 12th

First part strong wind from E.S.E, steering S.W by W, plenty of fin backs, Last part strong wind from E.S.E steering S.W by W, nothing but fin backs to be seen employed in ship Duty

Lat 5.7 S long

Sunday July 13th

First part strong breze from E.S.E, steering S.W, nothing but fin backs, Last part strong wind from E, steering S.W, nothing to be seen,

Lat 5.20 S Long 112.1 W

Monday July 14th

First part strong wind from E steering W.S.W, saw one fin back, at dark shortened sail, and steered W.S.W, Last part strong wind from E.S.E steering W.S.W, nothing in sight, employed in ship Duty

Lat 4.51 S Long 114.08 W

Ship Emason, Cruising Off Chone

Tuesday Feby 14th

First part strong wind from E & E steering W & W, nothing to be seen, at noon left to the wind S & W, Last part strong wind from S E steering W & W, saw a ship to the East, no white roof lights in the city.

Lat 4 54 S Long 115° 20' W

Wednesday Feby 15th

First part strong wind from S E steering W & W, nothing to be seen, Last part steering the same, by the S W, nothing but lights, no lights in the city

Lat 4. 50° S Long 115°. 45' W

Thursday Feby 16th

First part strong wind from E S E by the wind S, nothing to be seen, at noon steer ship to the S E, Last part strong wind and squally from E & E, by the wind S E, nothing in sight, no lights in the city

Lat 4. 0° S Long

Friday Feby 17th

First part strong wind and squally from S & E, by the wind E & E, nothing to be seen at noon steer ship to the S, Last part strong wind from S E, by the wind S & W, nothing to be seen,

Lat 3°. 01 S Long 116. 30 W

Saturday Feby 18th

First part strong wind from S E, by the wind S & W, nothing to be seen, at noon steer ship to the S & E, Last part strong wind from S E, by the wind S & W, nothing to be seen,

Lat 3°. 16 S Long

Sunday Feby 19th

First part strong wind from S E by the wind to E by S, nothing to be seen, Last part strong wind from E & E by the wind to S, nothing to be seen.

Lat 4. 15° S Long by Lemon 116. 33 Chron 116. 3

Ship Sarah Cruising off the Line

Monday July 21st

First part strong breeze from E S E by the wind to E, nothing to be seen. Last part strong wind from E to E, by the wind to E, nothing to be seen,

Lat 3. 18 S Long

Tuesday July 22d

First part strong wind from E S E by the wind to E, nothing to be seen, Last part strong breeze from E S E by the wind to E, nothing to be seen employed in ship duty

Lat 2. 14 S Long

Wednesday July 23d

First part strong breeze from E S E, by the wind to E, nothing to be seen, Last part strong wind from E S E, by the wind S, nothing in sight

Lat 2. 24 S Long

Thursday July 24th

First part strong wind from E S E by the wind S, nothing to be seen, at dark more sail to the ship E S E, and shortened sail Last part strong wind from E S E by the wind S, nothing to be seen, employed in ship duty, the ship leaking 200 strokes per 24 hours Lat 2. 59 S Long

Friday July 25th

First part strong wind from E S E by the wind S, saw black fish, no whales at dark shortened sail one reef the ship to the E S E, Last part strong wind from E S E by the wind to E, saw a shoal of black fish, no whales

Lat 2. 51 S Long 110. 35 W

Saturday July 26th

First part strong breeze from E S E by the wind to E, nothing to be seen Last part high breeze from S E, by the wind E S E nothing to be seen, employed in ship work

Lat 2. 48 S Long

[illegible] Crossing Cape Thom

Sunday July 27th

First part strong breeze from S.S.E. to the wind S. no water, but very strong wind from S.E. & the wind S.S.W. nothing to be seen.

Lat. [illegible] Long 117.02 W.

Monday July 28th

First part strong breeze from S.S.E. & the wind S.S.W. nothing to be seen, but about the [illegible] from S.E. & the wind [illegible] nothing to be seen [illegible] the ship looking out [illegible]

Lat. [illegible] Long 117.10 W.

Tuesday July 29th

First part strong breeze from S.S.E. the wind S.S.E. nothing to be seen, about noon [illegible] the S.E. Last part strong breeze from S.S.E. & the wind S.S.E. [illegible] the [illegible] and [illegible] the ship [illegible]

Lat. [illegible] Long

Wednesday July 30th

First part strong breeze from S.S.E. & the wind S.S.E. nothing to be seen, but for a long time from S.S.E. & the wind S.S.E. nothing to be seen and [illegible] the ship [illegible]

Lat. [illegible] Long

Thursday July 31st

First part light breeze from S.S.E. & the wind S.S.E. at 1 P.M. saw a shoal of [illegible] which [illegible] and [illegible] for [illegible] Last part light breeze from S.S.E. & the wind S.S.E. nothing to be seen [illegible] the ship [illegible]

Lat. [illegible] Long

Friday August 1st

First part light breeze from S.S.E. & the wind S.S.E. nothing to be seen. Last part strong breeze from S.S.E. & the wind S.S.E. nothing to be seen [illegible] Lat. [illegible] Long

[illegible]

[illegible] day [illegible]

First part light breeze from E by the wind [illegible] nothing to be seen. Last part strong breeze from [illegible] by the wind [illegible] nothing to be seen, employed in shift sails

[illegible]

[illegible] day [illegible]

First part strong breeze from [illegible] by the wind [illegible] nothing to be seen. Last part light breeze from E & E by the wind [illegible] nothing to be seen employed in shift sails

Lat 1. 23 S Long [illegible]

Monday [illegible] 4th

First part light airs from [illegible] by the wind [illegible] a number of fin fish. Last part moderate wind from [illegible] by the wind [illegible] nothing to be seen employed in shift sails

Lat 45 16. 28 S Long 116. 11 W

Tuesday [illegible] 5th

First part light wind from S & E by the wind [illegible] nothing to be seen. Last part light airs from S & E by the wind E & E nothing to be seen employed in shift sails

Lat 40 [illegible] S Long 114° 10 W

Wednesday [illegible] 6th

First part light airs from S & E by the wind E by E nothing to be seen. Last part light airs from E by the wind S by E nothing to be seen employed in shift sails

Lat 38 [illegible] S Long [illegible]

Thursday [illegible] 7th

First part light airs from N & E by the wind N E nothing to be seen. Last part light airs from E & E of the wind N E nothing to be seen employed in shift sails

Lat [illegible] S Long [illegible]

Light breezes round the compass

Sunday Aug 5th

First part light airs from S.E. by the compass to the N.E. Last part light breeze from E. by the compass to the N.E. by the compass in the chief of the day a steady breeze to the N.E.

Lat at noon 11° long 115° 20 W

Saturday Aug 6th

First part light breeze from E. by the compass to N.E., nothing to be seen. Last part strong winds from E. by the compass to N.E. by the compass, nothing to be seen

Lat
Long

Sunday Aug 7th

First part strong winds from S.E. by the compass to S.E., nothing but fish to be seen. Last part strong winds from S.E. by the compass to E.N.E., nothing to be seen

Lat 2° 36 S Long 114° 09 W

Monday Aug 11th

First part strong winds from S.E. by the compass to S.E. by S., cloudy. Last part strong breeze from S.E. by the compass to E.N.E., some fish, nothing in sight

Lat 2° 23 N Long 116° 41 W

Tuesday Aug 12th

First part moderate winds from S.E. by the compass to S.E., nothing but fish to be seen. Last part strong breeze from S.E. by the compass to E.N.E., nothing but fish to be seen, in sight

Lat 3° 43 N Long 114° 44 W

Wednesday Aug 13th

First part strong breeze from S.E. by the compass to E., nothing but fish to be seen. Last part strong winds from S.E. by the compass to E., nothing but fish in sight

Lat 4° 10 N Long 113° 50 W

[illegible] Aug [illegible] 1844

Thursday Aug [illegible] th

First part strong breeze from S & E of the wind & E nothing to be seen, Last part strong breeze from S & E of the wind S & E nothing to be seen

Lat [illegible] Long 112.38 W

Friday Aug 16th

First part moderate wind from S & E of the wind S & E no sight, last part light wind from S & E of the wind E by S & [illegible] the Gulf weed on board of the Rebellion Brig Augustus it was from Matanzas bound to San Francisco in ballast

Lat [illegible] Long 114.9 W

Saturday Aug 17th

First part light wind from S & E of the wind E, the Gulf weed in sight, no [illegible] to be seen, [illegible] by [illegible] with rain, [illegible] of the wind E, nothing to be seen [illegible] in the ship [illegible]

Lat [illegible] Long

Sunday Aug 18th

First part light breeze from S & E of the wind E, no [illegible], last part [illegible] breeze from S & E of the wind E nothing to be seen, employed in ship [illegible]

Lat 50.50 N Long 107.48 W

Monday Aug 19th

First part light breeze from S & E of the wind E, nothing to be seen, last part moderate wind from S & E of the wind E, nothing to be seen, employed in repairing our oil and [illegible] of [illegible]

Tuesday Aug 19th Lat 50.50 N Long

First part moderate wind from S & E of the wind E, nothing to be seen, employed in repairing oil, last part light wind from S & E of the wind E by N nothing to be seen, employed in repairing oil

Lat [illegible] Long

[illegible] Bound to [illegible] 1890

Wednesday Aug 22d

First part light winds from [illegible] afn, heading to the E, nothing to be seen, employed in repairing sail

Lat [illegible] Long

Thursday Aug 23d

First part calm, nothing to be seen employed repairing sail, last part moderate winds from S, steering E & E, nothing to be seen, employed repairing sail.

Lat 5° 54 N Long

Friday Aug 24

First part strong breeze from S by the wind E & E, rain squalls, employed repairing sail, finish the main hatch, last part strong winds from S by the wind E & E, nothing to be seen, to repair for repairing, employed repairing sail

Lat 5 41 N Long 10° 0' W

Saturday Aug 25

First part strong winds from S by the wind E & E, nothing to be seen, last part strong breeze from S by the wind E & E, nothing to be seen

Lat 5 21 N Long

Sunday Aug 26th

First part moderate winds from S by the wind E & E, nothing to be seen, last part light winds from S by the wind E & S, nothing to be seen employed on [illegible]

Lat [illegible] Long [illegible]

Monday Aug 27th

First part light winds from S by the wind E & E, nothing to be seen, last part moderate winds from S by the wind E & E and E, sighted, employed in repairing sail,

Lat 4 [illegible] Long [illegible]

Ship [illegible] Bound in Shore 1890

Tuesday Aug 26th

First part moderate wind from [illegible] the wind [illegible] the sail in [illegible] and [illegible] working sail, Last part [illegible] from [illegible] the wind [illegible] nothing to be seen on account of working sail [illegible]

Lat [illegible] Long [illegible]

Wednesday Aug 27th

First part strong breeze from [illegible] the wind [illegible] Last finish moderate [illegible] the sail [illegible] nothing to be seen, Last part strong [illegible] from [illegible] the wind [illegible] nothing to be seen,

Lat [illegible] Long [illegible]

Thursday Aug 28th

First part strong wind from [illegible] the wind [illegible] nothing to be seen, employed in ship work, Last part strong [illegible] from [illegible] the wind [illegible], nothing to be seen, employed in ship work

Observation

Friday Aug [illegible]

First part strong wind from [illegible] the wind [illegible] Last part moderate wind from [illegible] the wind [illegible] no [illegible] to be seen employed in ship work

Lat 8.32 N Long 98.08 W

Saturday Aug 29th

First part moderate wind from [illegible] the wind [illegible] saw a few birds [illegible] Last part [illegible] from [illegible] the wind [illegible] nothing to be seen, employed in ship work

Lat 2.10 N Long 91.50 W

Sunday Aug [illegible]

First part light breeze from [illegible] the wind [illegible] nothing to be seen, Last part light wind from [illegible] the wind [illegible] at [illegible] the [illegible] Whale [illegible] and [illegible] [illegible] a boat [illegible] and [illegible] to the ship

Lat 2.17 N Long

Ship Emerson Bound for Shore 18[illegible]

Monday Sept. [illegible]

First part light winds from [illegible] to [illegible] and [illegible] working to windward, at 8 P.M. hauled aboard the bowline for rolling, lay part, pleasant weather, employed in rolling

Tuesday Sept. 2

First part the weather fine and calm, one sail in sight, the wind S.E. to E. nothing to be seen, last part the wind from S.E. to the wind N.E. to E. nothing to be seen, but be well looking

Lat. [illegible] Long. 9.18 W.

Wednesday Sept. 8°

First part light winds from S.E. to E. the wind E.N.E. nothing to be seen, employed in bending, last part light winds from S.E. to N.E. nothing to be seen, looking

[illegible]

First part light winds from [illegible] to [illegible] nothing to be seen, last part light winds from [illegible] to [illegible] nothing to be seen, looking

Lat. [illegible] Long. [illegible]

Friday Sept. [illegible]

First part light winds from [illegible] to [illegible] nothing to be seen, last part light winds from [illegible] to [illegible] nothing to be seen employed in [illegible]

Lat. 2.22 N. Long. 21.12 W.

Sunday Sept. 6th

First part light winds from [illegible] to [illegible] nothing to be seen employed for stowing room, last part light winds from [illegible] to [illegible] nothing to be seen employed in [illegible] and [illegible]

Lat. Long.

Log 1 1850

Sunday [illegible]

First part strong wind from S to [illegible] the [illegible] no whales, employed in coopering oil for stowing down. Last part light [illegible], no whales, all the day [illegible] for [illegible] 20 miles.

Lat 600 B Long

Monday [illegible]

First part light airs from [illegible] to [illegible], last part fine weather, employed in stowing down, stowing in [illegible]

Lat 1 2 [illegible] Long

Tuesday [illegible] 9th

First part light airs from [illegible] to [illegible] [illegible] stowing down [illegible] the Bark [illegible] of the [illegible] to [illegible], [illegible] part light [illegible] from [illegible] to the [illegible] [illegible] in sight, no whales, employed in stowing down.

Wednesday [illegible] 10th

First part moderate wind from S to [illegible] [illegible] [illegible] other ones in sight, last part light airs from S to the [illegible], no whales the boat in sight, employed in stowing down.

Lat [illegible] Long

Thursday [illegible] 11th

First part [illegible] from S to the [illegible] no whales, employed in stowing down [illegible] other ones in sight, last part light [illegible] [illegible] to the [illegible] [illegible] not in sight, the [illegible], employed in stowing down.

Lat [illegible] Long

Friday [illegible] 12th

First part light airs from [illegible] to the [illegible] to the [illegible] of [illegible] [illegible] 11 miles, no whales, last part [illegible] no whales a [illegible] in sight the [illegible] bearing [illegible] 11 miles, [illegible]

Off Cape Horn Sat the 12th February 1853

Saturday Feb 12th

Fresh breeze and cloudy to be seen
a dull night, the moon shining the
latter part of the night from 8 to
10 P.M. we saw a large whale
Long Clay of Barnstable 26 months

Sunday Feb 14th

Fresh breeze from S.S.W.
to the S.W. at 8 P.M. we saw the Flea
bar in company at 8 to 10 P.M. we
stood to the W. the Flying Cloud in sight
no whales, light breeze from
S.S.W. and S.E. hazy, we saw a sail in sight
no whales

Monday Feb 15th

Fresh breeze from S.S.W.
according to windmill, no whales, we
saw a sail in sight and by in the Pacific
at 7 P.M. we saw a large whale the
Flying Cloud 8 Earlier in sight
no whales in company in sight only
fresh breeze from S.S.W. the moon
rises the 2 stars in sight

Tuesday Feb 16th

Fresh breeze from S.S.W. to the
S.S.E. at 8 P.M. saw a number of fin back
fresh breeze from S.S.E. the
moon rises at 8 P.M. we saw a large
whale

Wednesday Feb 17th

Fresh breeze from S.S.E.
to the S.S.W. at 8 P.M. nothing to be seen
we saw a large whale on the ground
the Pacific we saw the bill of a
bill fish we saw through the bottom of
the ship along side above the sea
we saw fresh in good look any
Last part light wind from S.E. the
moon rises at 8 P.M. we saw a large
whale going north to leward, lowered
the boats and chased with all speed saw
him twice but missing after the boat
returned.

Lat 56 Miles S Long 98.

Log.

Thursday Feb 18th

First part light wind from S.S.E. by steering N.N.W. the course the whale was going at 3 PM the heat came on hear of porpoises before the wind & last part light wind from S.S.E. by the wind S.W. nothing to be seen but porpoises

Lat [illegible] Long 98 27 W

Friday Feb 19th

First part light wind from S.E. by the wind S.W. no whales to be seen, last part light wind from S.E. by the wind S.W. no whales to be seen, but many fin backs to be seen, employed in the Duty

Lat 19 46 S Long 98 42 W

Saturday Feb 20th

First part light airs from S.E. by the wind S.W. no whales to be seen, at noon saw [illegible] Last part light wind from S. steering S. by S. with no to be seen employed in the Duty

Lat 20 46 S Long 98. 27 W

Monday Feb 22d

First part light airs from S. steering [illegible] no whales to be seen, last part light airs from S.E. by the wind [illegible] of fin backs employed in the duty

Lat [illegible] Long

Tuesday Feb 23

First part calm nothing to be seen but fin backs, last part calm, nothing to be seen employed in refitting the boat [illegible]

Lat 24 Miles S Long

Ship Commerce Cruising off the

Wednesday Sept 24th

First part light wind from S by E & E the wind S by E no whales the land in sight, employed repairing their tail last part light wind from S by E the wind S by E nothing to be seen.

Thursday Sept 25th

First part light wind from S by E & E the wind S by E nothing to be seen, Last part light wind from S by E the land in sight keeping to the wind S by E

Friday Sept 26th

At 8 P.M. passed 12 saw whales going to windward, and a ship's boats fast at 8 P.M. saw a native shoal of whales going to leeward towards the boats, and two boats fastened, one the iron drew killed one and took him to the ship the boats still cruising, another boat fastened and drew, shortened sail lying by the whale, Last part S by E the whale still drawing, the land in sight nothing in a whale, Marlborough in sight bearing to the West, no whales

Saturday Sept 27th

First part strong breeze S by E wind S by E employed in boiling, the Plenty the land in sight bearing at Dark, tacked ship in shore, Last part light wind, Darmouth & Leagues off employed in boiling the Plenty Bay in sight, nothing to be seen.

Sunday Sept 28th

First part lively breeze from S by E wind S by E no whales the Plenty the land in sight, Last part light wind, the land, and the Plenty Bay in sight no whales to be seen,

Galapagos Islands 1901

Monday Sept 23rd

First part light breeze from S.E. [illegible] the wind S.E. no [illegible] Latter part light breeze from S.E. & the wind S.E. [illegible] light

Last [illegible] of long

Tuesday Sept 24th

First part light breeze from S.E. [illegible] the wind S.E. no [illegible] latter [illegible] Latter part light breeze from S.E. & wind S.E. no [illegible] [illegible] all for [illegible] the land in sight

Wednesday October 1st

First part light breeze S.E. [illegible] the Cafferney shore fishing and [illegible] stream down, no [illegible] Latter part light breeze from S.E. & the wind S.E. [illegible] the Gale [illegible] 23 North [illegible] fishing for bonito the land in sight

Thursday October 2

First part light [illegible] breeze [illegible] the [illegible] [illegible] with the latter [illegible] no [illegible] Latter part light breeze [illegible] the land, the [illegible] in sight, no [illegible]

Friday October 3rd

First part light breeze from S.E. & the wind S.E. the land and the [illegible] in sight no [illegible] Latter part light breeze from S.E. & the wind S.E. [illegible] no [illegible] [illegible] the [illegible] [illegible] of [illegible]

Saturday October 4th

First part light breeze from S.E. & the [illegible] Latter part light breeze from S.E. & the wind S.E. & [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Log Book of the Lollipop Pilot

Sunday Oct 4th

First part light breeze from S.E. by the wind S.E. nothing to be seen, Last part light to be seen S.E. by the wind S.E. the land in sight, no whales, one ship in sight

Monday Oct 5th

First part light breeze by the wind S.E. by S. at 8 P.M. Barbary Coast in sight for first of day S. Last part light breeze from S.E. by wind S.E. by S. no whales, a ship in sight

Tuesday Oct 6th

First part light breeze from S.E. by the wind S.E. no whales, at 8 P.M. spoke the Ship Queen of New Bedford 2 months 6 months, Last part light breeze from S. by the wind S. by E. nothing to be seen but sea

Wednesday Oct 7th

First part light breeze from S.E. by the wind S.E. no whales, Last part light breeze from S.E. by the wind S.E. the land in sight, no whales, one ship in sight

Thursday Oct 8th

First part light airs from S.E. by the wind S.W. at 4 P.M. more ship in the S. no whales, Last part light airs from S.E. by the wind S.E. at the Sun, one ship in sight

Friday Oct 9th

First part light breeze from S.E. by the wind S.E. by E. no whales the land in sight, Last part light breeze from S.E. by the wind S.E. by E. the Sun and a sail in sight, no whales, one ship in sight

Ship Lawson 1884

Saturday Oct 11th

First part light breeze from S to S by the wind S S E of a P.M. spoke the Ship Martha of Liverpool 1000, no news. Last part by the wind S W, the Barque the Martha in sight, no news

Sunday Oct 12th

First part light winds from S E to S by the wind S S E of a P.M. bore down to the Ship Martha in sight, no news, last part light airs from S E by the wind E S E, no news, employed in ship work

Monday Oct 13th

First part light wind from S, by the wind S S E of a P.M. Martha in sight. Last part light airs from S E, bearing down to the Ship, nothing to do

Tuesday Oct 14th

First part light winds & calms in the Bay of Biscay, at P.M. came to an anchor on Albemarle Stone, for the purpose of getting wood, last part employed in getting wood

Wednesday Oct 15th

First part pleasant weather employed in getting wood, last part pleasant weather employed in getting wood

Thursday Oct 16th

All this 24 hours pleasant weather employed in getting wood

Friday Oct 17th

First part pleasant weather employed in getting wood, last part light airs off the land & pleasant, at 4 by light, took our anchor, and [illegible] to sea. [illegible] hali to be seen,

Saturday Oct 18th

First part [illegible] breeze from WSW by the wind heading about the west [illegible] compass [illegible] E [illegible] 16 miles no whales, Last part light wind from [illegible] Steering [illegible] no whales, the land in sight

Sunday Oct 19th

First part light wind from SW steering [illegible] no whales, the land [illegible] [illegible] compass [illegible] [illegible] 12 leagues. Last part moderate [illegible] steering [illegible] [illegible] [illegible] the land in sight, no whales [illegible]

Monday Oct 20th

First part lively breeze from SSW steering [illegible] no whales, a sail and the land in sight Last part light wind from SSW Steering E [illegible] make out to stem the current no whales, employed in ship duty, the land in sight

Tuesday Oct 21th

First part light wind from SE by the wind [illegible] Tillingdon? in sight no whales, Last part strong breeze from SE by the wind [illegible] no whales, Tillingdon? in sight employed in ship duty

Wednesday Oct 22d

First part lively breeze from SE by the wind [illegible] no whales, at dark [illegible] [illegible] compass SE [illegible] Last part [illegible] [illegible] from SE by the wind [illegible] no whales, Tillingdon? in sight employed in ship duty

Thursday Oct 23d

First part lively [illegible] from SSE by the wind E by N Tillingdon? in sight saw a whale [illegible], Last part light wind from SSE, by the wind E nothing to be seen, employed in ship duty [illegible] 1.54 [illegible]

Ship Lorraine Bremen to Zanzibar 1891

Friday Oct 24th

First part light wind from S.E. & the wind E, nothing to be seen, Last part light wind from S.E. & the wind E, nothing to be seen employed on painting the Spars

Saturday Oct 25th

First part light wind from S.S.E. & the wind E, nothing to be seen employed painting the Spars, Last part light wind from S.S.E. & the wind E, employed in cleaning Ship nothing to be seen,

Lat 1.49 N Long

Sunday Oct 26th

First part light wind from S.E. & the wind E, nothing to be seen employed in cleaning Ship for painting Last part light wind from S by E & the wind E by E nothing to be seen

Lat 1.43 N Long 37.46 W

Monday Oct 27th

First part light wind from S by E & the wind E by E, nothing to be seen, Last part light wind from S by E & the wind E by E, nothing to be seen, employed in painting the Ship outside,

Lat 1.22 N Long

Tuesday Oct 28th

First part light breeze from S by E & the wind E by E, saw a number of fin backs employed in hauling. Last part light wind from S.E. & the wind E by E nothing to be seen, employed in painting

Lat 1.10 N Long 35° 55' W

Wednesday Oct 29th

First part strong breeze from S by E & the wind E by E, employed in ship duty

Last part strong breeze from S by E & the wind E by E, nothing to be seen, employed in ship work

Lat 1.6 N Long

Ship Cimarron Bound to Sombrero

Thursday 9, 1878

First heavy strong breeze from S by the wind E S E, nothing to be seen, last part strong breeze from S by the wind E S E, nothing to be seen, anchoring in the night

Lat 26 Miles to Long Mp. 20

Friday Oct 31st

First part strong breeze from S by the wind E S E, nothing to be seen last part light wind from S by the wind E S E at 9 P.M. saw a whale rolling a from the ship but no sighting in town

Lat 5 Miles of Long

Saturday Nov 1st

First part light wind from S by the wind S E E, nothing to be seen last part light wind from S by the wind S E by E a ship in sight no whales, anchoring in ship Creek

Lat 4 Miles of Long 82.52

Sunday Nov 2

First part light wind from S by the wind S E E, a ship in sight no whales last part light wind from S S E by the wind E, two sail in sight, no whales, anchoring in ship Creek

Lat 1.03 of Long

Monday Nov 3

First part light wind from S S W by the wind S E by E, a Brig in sight last part light wind from S W by the wind S E, a Brig in sight, anchoring in ship Creek

Lat 2.10 of Long 81.52 W

Tuesday Nov 4th

First part with heavy from S by the wind S E by E, nothing to be seen last part light wind from W by the wind E, the land in sight, at 5 P.M. came to anchor in 5 fathoms, and purchased,

Ship Amazon off Sambas November 1851

Wednesday Nov 5th

All this 24 hours pleasant weather employed a raft on shore, painting the ends

Thursday Nov 6th

All this 24 hours pleasant weather employed in getting water on board and painting ship and other harbour duty.

Friday Nov 7th

All this 24 hours pleasant weather employed in getting water on board and other harbour duty.

Saturday Nov 8th

All this 24 hours pleasant weather employed in getting water on board and other harbour duty.

Sunday Nov 9th

All this 24 hours pleasant weather the Starboard watch ashore on liberty nothing doing.

Monday Nov 10th

All this 24 hours pleasant weather employed in stowing down water and other harbour duty

Tuesday Nov 11th

All this 24 hours pleasant weather employed in harbour duty, the Starboard watch came on board, and the Larboard watch went on liberty.

Wednesday Nov 12th

All this 24 hours pleasant weather; employed in getting Potatoes on board, a watch ashore on liberty;

Thursday Nov 13th

All this 24 hours pleasant, employed in getting Potatoes on board and other harbour duty the Larboard watch came on board two men ran away one of the name of Manuel Brown and a Portuguese by the name of Joseph

Steamer Lincoln Lying at Quebec:

Friday 17th Nov 1865

At 12 M. Fresh 24 hours, cleared weather
employed in getting coal on board
and other various things

Saturday Nov 18th

All this 24 hours pleasant weather
employed on harbour duty
discharge two men, and two men away,
shipped three men, came on board, drawn
all ready for sea,

Sunday Nov 19th

At 12 this 24 hours pleasant weather
at 2 PM took our anchor and were
to sea with the wind W by N

Monday Nov 20th

Fresh gales light breezes from the
S and W by the wind S, the last in
light, also a sail, at 2 PM [illegible]
W to W [illegible] [illegible]
[illegible] employed [illegible]

[illegible]

Tuesday Nov 21st

[illegible] breezes from
[illegible] W [illegible]
[illegible] E [illegible] breezes from
[illegible] the wind [illegible] W [illegible]
[illegible] to the [illegible]
[illegible]

[illegible]

Wednesday Nov 22nd

[illegible] breezes from
[illegible]
[illegible] fresh gales from [illegible]
the wind [illegible]
[illegible]

[illegible]

Thursday Nov 20th

First part light wind from [illegible]
of the main & [illegible] of the fore & [illegible]
[illegible] light winds off [illegible]
at [illegible] the [illegible] main & [illegible]

Friday Nov 21st

The [illegible] on shore of [illegible] [illegible]
on board, 21 boys & [illegible] men of the
[illegible] [illegible] [illegible]
[illegible] Last part [illegible] wind from [illegible]
of the main & [illegible] in [illegible]
[illegible] & [illegible] in [illegible]

Saturday Nov 22d

First part light wind from [illegible] of the
main [illegible] [illegible] of the [illegible]
[illegible] Last part light wind from
[illegible] of the main [illegible] [illegible] of the
[illegible] & [illegible] [illegible] [illegible]
[illegible]

Sabbath

Sunday Nov 23d

First part [illegible] light wind from [illegible]
of the main [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] Last part light
wind from [illegible] of the main [illegible]
[illegible] [illegible] [illegible] of [illegible]
[illegible]

Monday Nov 24th

First part light wind from [illegible]
of the main [illegible] [illegible] of the [illegible]
[illegible] Last part light wind from
[illegible] of the main [illegible] [illegible]
[illegible] [illegible] [illegible]

Tuesday Nov 25th

First part light wind from [illegible]
of the main [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] light wind from [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] [illegible] [illegible]

[illegible]

[illegible] 18[illegible]

[illegible] Dec 2[illegible]

[illegible]

Lat [illegible] Long [illegible]

Wednesday Dec 3[illegible]

[illegible] he seen, and [illegible] Duty

Lat 11u 28 S Long [illegible]

Thursday Dec 4th

[illegible]

Lat [illegible] Long [illegible]

Friday Dec 5th

[illegible]

Saturday Dec 6th

[illegible]

Lat [illegible] Long

[illegible]

[illegible]

Lat 13° 52' S Long [illegible]

[illegible]

[illegible] 85,500 to 4,000 strokes [illegible]

Lat 13° 13' S Long 88° [illegible]

[illegible]

Lat 12° 58' S Long [illegible]

[illegible]

[illegible]

Lat 12° 41' S Long [illegible]

[illegible] December 18[illegible]

Thursday Dec 11th

First part light breeze from S.E. by the wind [illegible] on board [illegible] saw a [illegible]

Sperm Whale [illegible] too late to do any thing [illegible] breezes and squally [illegible] by the wind [illegible] [illegible] boiling

Lat 12 [illegible] Long [illegible]

Friday Dec 12th

First part [illegible] breeze and squally from [illegible] wind N.E. by E at 5 P.M. [illegible] at 8 P.M. [illegible] nothing [illegible] and [illegible] Latter part light breeze from N.E. by the wind [illegible] [illegible]

at 10 A.M. saw a shoal of sperm whales at 11.30 lowered the boats, at 1 one boat fastened to a small whale, the rest of the boats chasing the whale

Saturday Dec 13th

At 2 P.M. the ship set signals for a [illegible] boat [illegible] of the [illegible] and [illegible] for [illegible] found that the boat was [illegible] whale after he was [illegible] had [illegible] and the whale [illegible] as the boat that went after [illegible] [illegible] a [illegible] floating

Sperm Whale on the water [illegible] but found nothing to be seen [illegible] of the boat

Sunday Dec 14th

First part light breeze from [illegible] the wind at [illegible] [illegible] whale [illegible] in sight at [illegible] [illegible] the [illegible] [illegible] a [illegible] in sight [illegible]

Lat [illegible] Long [illegible]

Monday Dec 15th

First part light breeze from [illegible] [illegible] [illegible] sea [illegible] [illegible] nothing to be seen [illegible]

Lat 12.35 S Long 72.51 W

Ship [illegible] [illegible] off [illegible] 1850

[illegible] Dec 18th

First part by [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Spoke Whale ship [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] Dec 19th

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and was [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] Dec 20th

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] no whales [illegible]

Lat [illegible] [illegible] [illegible] 63. 20[illegible]

[illegible] Dec 19th

First part [illegible] breeze from [illegible] [illegible] [illegible] [illegible] whales, [illegible] spoke the [illegible] [illegible] of New Be[illegible] [illegible] [illegible] [illegible] [illegible] Last part [illegible] [illegible] [illegible] no whales [illegible] [illegible] [illegible]

Lat [illegible] [illegible] [illegible] [illegible]

[illegible] Dec 20th

First part [illegible] breeze from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] no whales

Lat [illegible] [illegible]

Ship [illegible] December 1845

Sunday Dec 21st

First part strong breezes from N E by the [illegible] [illegible] [illegible] ship [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] in sight [illegible] [illegible]. Last part [illegible] breezes from [illegible] of the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 12.[illegible] Long 24.[illegible]

Monday Dec 22nd

First part [illegible] breezes from [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. Last part [illegible] [illegible] from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 12.30 Long 24.[illegible]

Tuesday Dec 23

First part strong breezes from S E by the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. Last part [illegible] [illegible] from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 12.30 Long 24.05

Wednesday Dec 24th

First part [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible]. Last part [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 12.0 Long 24.24

Thursday Dec 25th

First part [illegible] breezes from S E the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] from [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 12.[illegible] Long 24.[illegible]

Friday Dec 26th

First part [illegible] breezes from S E by the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. Last part of the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Lat 12.50 Long 24.0[illegible]

Saturday Dec 24th

Lat 11.20 Long 92.27

Sunday Dec 25th

Lat 12.07

Monday Dec 26th

Lat 11.48 Long 88.20

Tuesday Dec 27th

Lat Long

Wednesday Dec 28th

Lat 12.40 Long 88.54

Thursday Dec 29th

Lat Long

Log Journal 1902

Monday Jan 20

Fast land strong breeze from S.E.
to the mouth of the Chesapeake
Charles Cornell of Newtown
had hard strong breeze from the S.E.
the mouth of the Chesapeake
spoke no whales and saw no other
lat 18.10 Long 74.21

Tuesday Jan 21

Fast land strong breeze from S.E. to
the mouth of the Chesapeake
spoke no whales, split part of the mizzen
sail and we have been employed
in fitting the rigging

Lat 18.10 Long 74.16

Wednesday Jan 22

Fast land light winds from S.E.
to the mouth of the Chesapeake had fine
weather, fast land light winds from S.E.
to the mouth of the Chesapeake for a month
of the month long

Lat 18.10 Long

Thursday Jan 23

Fast land light winds from S.E. & more
light to the mouth of the Chesapeake fast land
strong breeze from S.E. light winds
to the mouth of the Chesapeake saw the Lat 6 employed
in fitting the rigging

Lat 94.18 Long 18.10

Friday Jan 24

Fast land strong breeze from
to the mouth of the Chesapeake saw
no whales at least saw the
to the mouth of the Chesapeake fast land
from S.E. to the mouth of the Chesapeake saw
no other of the Chesapeake

Lat 18.10 Long 94.18

Saturday Jan 25

Fast land light winds from S.E.
to the mouth of the Chesapeake saw no
fast land light winds from S.E. to the
mouth of the Chesapeake saw no
employed on the rigging

Lat 18.14 Long 74.18

Thursday Dec 8th

First part light winds from [illegible] of the [illegible] E.S.E. nothing [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 650 bbls Latter part [illegible] the [illegible] E.S. [illegible] nothing [illegible] [illegible] employed on the rigging [illegible]

Friday Dec 9th

[illegible] part [illegible] the [illegible] E.S.E. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] saw no whales, [illegible] [illegible] of the [illegible] [illegible] whales

Lat 13.18 S Long 83.57

Saturday Dec 10th

First part light winds from S.E. [illegible] [illegible] [illegible] no whales, [illegible] [illegible] employed on the rigging [illegible] [illegible] [illegible] [illegible] S.E. by [illegible] [illegible] [illegible] [illegible] [illegible] employed on the rigging

Lat 14.[illegible] S Long [illegible]

Sunday Dec 11th

First part [illegible] the wind [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] from [illegible] [illegible] [illegible] the wind [illegible] [illegible] [illegible] [illegible] employed on ship

Duty

Lat 15°.01 S Long 85°.21 W

Monday Dec 12th

First part light winds and [illegible] from [illegible] [illegible] [illegible] nothing to be seen [illegible] Latter part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] nothing [illegible] [illegible] [illegible] [illegible]

Lat [illegible] S Long [illegible]

Tuesday Dec 13th

First part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] nothing to be seen

Lat 17 41 S Long 86.41

Wednesday Dec 16 [illegible]

First part strong breeze and squally from [illegible] to [illegible] the wind [illegible] nothing to be [illegible]. At [illegible] squally from [illegible] to [illegible] the wind [illegible] nothing to be [illegible] [illegible]

Sat 18 [illegible]

Thursday Dec [illegible]

First part strong wind and squally from [illegible] to [illegible] the wind [illegible] nothing to be [illegible]. At 11 P.M. Wilson B. Barnes, 2d Officer died very suddenly, at 1 P.M. he went on [illegible] to take charge he went forward and called the watch, on returning aft, he fell on deck he was in [illegible] his taken below, we could perceive no sign of life, it was not more than three minutes from the time he fell that he was dead. He was a native of Elizabeth City, North Carolina 31 years of age, last part strong wind and squally from [illegible] to [illegible] the wind [illegible] nothing to be [illegible]

Sat 20 [illegible] Long [illegible]

Friday Dec 17 [illegible]

First part strong wind from [illegible] to [illegible] the wind [illegible] nothing to be [illegible] of the Barnes [illegible] to the Deep there to rest. [illegible] the Last Morn shall lift his voice [illegible] the wind [illegible] nothing to be [illegible]

Saturday Dec 18 [illegible]

First part [illegible] wind from [illegible] to [illegible] the wind [illegible] nothing to be [illegible] [illegible]

Sat 19, 21 [illegible]

[illegible]

First part [illegible] wind from [illegible] to [illegible] the wind [illegible] nothing to be [illegible]

Sat 20, 45 [illegible]

[illegible]

Monday Jan 17 [illegible]

[illegible]

Tuesday Jan 20 [illegible]

[illegible]

Wednesday Jan 21 [illegible]

[illegible]

Leaf 21. 28 of Journ

Thursday Jan 22

[illegible]

Leaf 21. 29 Journ 21. 30

Friday Jan 23 [illegible]

[illegible]

Leaf 21. 30 of Journ

Saturday Jan 24 [illegible]

[illegible]

Leaf 21. 31 of Journ

Thursday Jan. 20th

Wind fresh and cloudy, nothing to be seen. Left off at 12 P.M. Left off [illegible] the [illegible] on the [illegible]

Lat 27 [illegible] Long [illegible]

Friday Jan. 21st

Wind fresh and cloudy, generally [illegible] [illegible] Left off at [illegible] P.M. Nothing to be seen employed on the rigging

Lat 30.40 Long [illegible]

Saturday Jan. 22nd

Wind fresh and cloudy from [illegible] [illegible] Nothing to be seen employed on the rigging

Lat [illegible] Long [illegible]

Sunday Jan. 23rd

Wind fresh and cloudy from [illegible] [illegible] Nothing to be seen employed on the rigging

Lat [illegible] Long [illegible]

Monday Jan. 24th

Wind fresh and cloudy from [illegible] [illegible] Nothing to be seen employed on the rigging

Lat [illegible] Long [illegible]

Tuesday Jan. 25th

Wind fresh and cloudy from [illegible] [illegible] Nothing to be seen employed on the rigging

Lat [illegible] Long [illegible]

Ship [illegible] Off [illegible] February 185[illegible]

Sunday Feb 1st

First part [illegible] breeze from [illegible] steering [illegible] nothing to be seen [illegible] [illegible] steady [illegible]

[illegible]

Lat. [illegible] Long [illegible]

Monday [illegible]

First part [illegible] from [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] Latter part light airs from [illegible] [illegible] [illegible] [illegible] fish [illegible]

[illegible]

Tuesday [illegible]

First part [illegible] from [illegible] steering [illegible] light [illegible] Latter part [illegible] and [illegible] from [illegible] [illegible] [illegible] the [illegible] [illegible] ship [illegible]

Lat [illegible] Long

Wednesday Feb 4th

First part [illegible] [illegible] light [illegible] [illegible] Latter part [illegible] from [illegible] [illegible] the [illegible]

Lat [illegible] Long [illegible]

Thursday Feb 5th

First part [illegible] breeze from [illegible] steering [illegible] [illegible] Latter part [illegible] from [illegible] [illegible] [illegible]

Lat [illegible] Long [illegible]

Thursday [illegible]

First part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Latter part strong breeze from [illegible] [illegible] [illegible] [illegible] nothing to be seen [illegible]

Friday Feb 8th

[illegible]

Lat [illegible] Long [illegible]

Monday Feb 9th

[illegible]

Lat 12.01 S Long 71.00 W

Tuesday Feb 10th

[illegible]

Lat 82.44 S Long [illegible]

Wednesday Feb 11th

[illegible]

Lat [illegible] S Long [illegible] W

Thursday Feb 12th

[illegible]

Lat 82.44 S Long [illegible] W

Friday Feb 13th

[illegible]

Lat 82.44 S Long 71.05° W

Ship [illegible] off [illegible] [illegible]

Wednesday Feb [illegible]

[illegible] light wind from [illegible] [illegible] [illegible] whales [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] so ends.

Lat [illegible]

Thursday Feb [illegible]

[illegible] breeze from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the wind shifted to the [illegible] [illegible] [illegible] the [illegible] took in [illegible] [illegible] [illegible] [illegible]

Friday Feb [illegible]

[illegible] strong winds [illegible] rain from [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] last part light winds from [illegible] to the wind [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] filling the [illegible]

Lat [illegible]

Saturday Feb [illegible]

[illegible] light [illegible] from [illegible] to the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] looking [illegible] [illegible] [illegible] last part light winds from [illegible] nothing to be seen

Lat [illegible] 12 [illegible]

Sunday Feb [illegible]

[illegible] light wind from [illegible] [illegible] [illegible] [illegible] whales [illegible] [illegible] from [illegible] the wind [illegible] [illegible] to be seen [illegible] [illegible]

Monday Feb [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] last part strong breeze from [illegible] [illegible] [illegible] light [illegible] whales [illegible] [illegible] ship [illegible]

Lat [illegible] Long [illegible]

Tuesday Feb 17th

Fresh breeze from S.E. to S. [illegible] Lat 39.0 Lon 100 W Wind, we [illegible] to be [illegible] half fresh breeze from S.E. to the round to the South and one other half an hour, we [illegible]

No. 96 [illegible] Long

Wednesday Feb 18th

Fresh breeze from S. to the [illegible] S.E. nothing to be seen, Lat fresh moderate breeze from S. to the round S.E. [illegible] the [illegible] of the [illegible] we [illegible] half an hour

Lat 37.0 S. Long

Thursday Feb 19th

Fresh breeze from S. to [illegible] Lat fresh breeze and squall from S.W. [illegible] Lat [illegible] Long

Friday Feb 20th

Fresh breeze from S.W. to [illegible] fresh breeze from S. and a heavy [illegible] we [illegible]

Lat Long

Saturday Feb 21st

Fresh breeze from S.W. to [illegible] Lat [illegible] Long

Sunday Feb 22d

[illegible]

[illegible] Harbour

Monday [illegible]

[illegible]

Tuesday [illegible]

[illegible] from [illegible] of [illegible] men, [illegible] on board and the harbor [illegible] the [illegible] of the ship [illegible]

Wednesday 25th

All this 24 hours pleasant weather employed in harbour duty; cattle [illegible] on the ship in consequence of [illegible] bitten; one of them and one ship offender; [illegible] men shift and reported to the council

Thursday 26th

All this 24 hours pleasant weather; employed in harbour duty, [illegible] repairing at work on the ship

Friday [illegible] 27th

All this 24 hours pleasant weather, employed in harbour duty, and certing the ship [illegible] exchange fourteen [illegible] all foreigners.

[illegible] the 28th of [illegible] 20 [illegible] of [illegible] employed in harbour duty, [illegible] [illegible] the name of [illegible] I [illegible] [illegible] Tubia [illegible] [illegible] shifting [illegible]

Tuesday March 1st

All this 24 hours employed in harbour duty, and shifting [illegible], getting ready [illegible]

Log March 1842

Wednesday March 9th

Still this 24 hours employed in hauling off and getting ready for sea, all the time about

Thursday March 11th

Still this 24 hours employed in getting ready for sea

Friday March 12th

First part pleasant weather with a fine breeze from S.E. at 1 P.M. took our anchor and went to sea, last part strong wind from S.E. & S. we were under double reefed topsails the ship [illegible] of 86.46 S long 74.10 W a new lad in the [illegible]

Saturday March 13th

First part strong breeze from S.E. & S. Lying S.W. & W. hove to; saw the Ship Cruiser bound to Boston, last part strong wind from S.E. & S. the wind S.W. & W. nothing to be seen, the ship making about 150 strokes per 24 hours and still increasing

Lat 86.34 S long

Sunday March 14th

First part strong breeze from S.E. & S. the wind W.S.W. saw a ship steering to the S. the ship still making last part strong breeze from S.E. to the wind W.S.W. nothing to be seen the ship still making lat [illegible] long

Monday March 15th

First part strong breeze from S.E. & S. the wind W.S.W. nothing to be seen hove the fore top sail, the ship making 20 to 24.000 strokes in 24 hours, having filled over fore top sail on the yard and being very [illegible] and [illegible] in mending the sail we should not reach for the land. The time having come off duties I see the ship strongly about expecting the Captain to find land he requested them to remain quiet until we should reach land strong breeze from S.E. & S. at 8 P.M. we commenced steering for the land and we put the watch on board [illegible] and after nothing a landing the ship's fast from the lower yard, we found the land was occasioned by a [illegible] being [illegible]

Monday March 15th Continued to the last end of a plank, the Plank from the Stern at the end of the plank being rotted and making a good hole, the Pillars of the hold with oakum, and laying of one foot a piece of board over and nailed it on that so that it secured the hold from the water.

Lat 39.12 S Long

Tuesday March 16th

First fair strong wind from 8 of the clock, nothing to be seen, another watch at 3 of clock fresh light wind from 8 of the morning nothing to be seen

Lat 36.7 S Long

Wednesday March 17th

First fair light wind from 8 of the clock, nothing to be seen, last fair strong wind from 8 of the morning nothing to be seen

Lat 33.21 S Long 78.02 W.

Thursday March 18th

First fair moderate wind from 8, of clock till 12 of the clock, be strong, 12 clock last fair moderate wind from 8 clock nothing to be seen, and so in the night

Lat 35.31 S Long

Friday March 19th

First fair strong breze from 8 of the clock, nothing to be seen, last fair light breze from 8 of the clock nothing to be seen, so in the night

Lat 36.24 S Long 80.38

Saturday March 20th

First fair light breze from 8 of the clock, nothing to be seen, last fair light wind from 8 of the clock nothing to be seen and so in the night

Lat 36.26 S Long

[illegible]

[illegible] March [illegible]

Sunday March [illegible]

[illegible]

Lat [illegible] Long [illegible]

Monday March [illegible]

[illegible]

Lat [illegible] Long [illegible]

Tuesday March [illegible]

[illegible]

Lat [illegible] Long [illegible]

Wednesday March [illegible]

[illegible]

Lat [illegible] Long [illegible]

Thursday March 26th

[illegible]

Lat [illegible] Long [illegible]

Friday March [illegible]

[illegible]

Lat 44.42 Long 92.35 W

Saturday March 24th

First part strong winds from [illegible] with squalls, the rest of the month nothing to be seen. Last part light winds from [illegible] to the [illegible] employed in the [illegible]

Lat 48°.41 S Long [illegible]

Sunday March 25th

First part moderate winds from [illegible] squally [illegible], the rest of the month, been a [illegible] blowing to the [illegible] of [illegible] from [illegible] strong [illegible], all [illegible], nothing to be seen, employed in the [illegible]

Lat [illegible] Long [illegible]

Monday March 26th

First part strong winds from [illegible] to [illegible] of [illegible] nothing to be seen of land for [illegible] the rest [illegible] gales [illegible] from [illegible] strong gales from [illegible] nothing to be seen

Lat [illegible] Long [illegible]

Tuesday March 27th

First part moderate winds [illegible] the rest, [illegible] of wind of the last [illegible] nothing in sight, Last part strong breezes from [illegible] strong [illegible], nothing to be seen

Lat 52°.15 S Long 79°.20 W

Wednesday March 28th

First part strong breezes from [illegible] strong [illegible] nothing to be seen, Last part [illegible] from [illegible] strong [illegible] nothing to be seen employed in the [illegible]

Lat 54°.41 S Long 79°.15 W

Thursday April 1st

First part strong winds from [illegible] strong [illegible] nothing to be seen, Last part strong winds from [illegible] with squalls, strong [illegible] nothing to be seen employed in the [illegible]

[illegible]

[illegible]

[illegible]

First part strong winds and rains from [illegible] to [illegible] strong [illegible] to be [illegible] and [illegible] which [illegible] the left hand half part strong [illegible] to [illegible] [illegible] [illegible] strewing the [illegible]

Lat 37.35 S Long 62.46 W

[illegible]

[illegible] from [illegible] strong breeze from [illegible] the wind [illegible] half an hour and [illegible] [illegible]

Lat [illegible] S Long 62.32 W

Sunday [illegible]

First part strong breeze from [illegible] the wind [illegible] nothing to be seen, last part moderate [illegible] the wind [illegible] nothing to be seen [illegible]

Lat 36.50 S Long 62.[illegible] W

[illegible]

First part light breeze from [illegible] nothing to be seen, last part strong wind from [illegible] nothing to be seen [illegible]

Lat [illegible] S Long [illegible] W

[illegible]

First part strong winds [illegible] from [illegible] the [illegible] last part light breeze from [illegible] nothing to be seen [illegible]

Lat [illegible] S Long 62.[illegible] W

Wednesday April 7th

[illegible] from [illegible] the wind [illegible] S & E [illegible] nothing to be seen last part [illegible] strong breeze [illegible] nothing to be seen [illegible]

Lat 32.34 S Long 59.[illegible] W

[illegible]

Thursday [illegible]

Light fresh breezes and cloudy from [illegible] to [illegible] nothing to be seen. Left hand land bearing from [illegible] to the [illegible] nothing to be seen, nothing to be seen, employed as [illegible]

Lat 59.27 Long 150.59

[illegible]

Light fresh breezes from [illegible] to [illegible] the [illegible] to the [illegible] nothing to be seen, Right hand [illegible] from [illegible] to [illegible] nothing to be seen, employed [illegible]

Lat [illegible] Long [illegible]

Friday [illegible]

Light fresh breezes from [illegible] to [illegible] nothing to be seen. Left hand land bearing from [illegible] to [illegible] nothing to be seen but [illegible]

Lat 41.33 Long 41.32

Saturday [illegible]

Light fresh breezes from [illegible] nothing to be seen. Right hand [illegible] nothing to be seen.

[illegible]

Monday [illegible]

Light fresh breezes from [illegible] nothing to be seen. Left hand [illegible] nothing to be seen.

Lat 46.06 Long

Tuesday [illegible]

Light fresh breezes from [illegible] nothing to be seen. [illegible] nothing to be seen. Right hand [illegible] nothing to be seen.

Lat [illegible] Long

[illegible]

[illegible]

[illegible] way.

Lat. 44.09 S Long.

[illegible]

[illegible] wind from S W, steering N E, nothing to be [illegible]

[illegible]

[illegible]

Lat. 40.17 S Long. 44.24 W

[illegible] April 17th

[illegible] ing [illegible] N E, Lat [illegible]

[illegible] employed in repairing the Main [illegible]

[illegible]

Lat. 40.00 S Long.

[illegible]

[illegible]

[illegible]

Lat 28.28 S Long 20.33 W

Lat 25°

Tuesday April 27th

Lat 24.86 S Long 29.85 W

Wednesday April 28th

Lat 24.82 S Long 29.85 W

Thursday April 29th

Lat 24.81 S Long

Lat 24.81 S Long

[illegible]

[illegible]

[illegible]

Log 1 May 1 1852

Saturday May 8th

[illegible]

Sunday May [illegible]

[illegible]

Monday May [illegible]

[illegible]

Tuesday May [illegible]

[illegible]

Wednesday May [illegible]

[illegible]

Thursday May [illegible]

[illegible]

Log 28 blocks to [illegible]

[illegible]

Sunday May 9th

[illegible]

Monday May 10th

[illegible]

Tuesday May 11th

[illegible]

Wednesday May 12th

[illegible]

Cape May 1878

Thursday May 16th

First part strong wind from S.E. to S.
Light at 10 P.M. nothing to be seen.
Last part strong wind from S.W. to S.
Light at 10 P.M. nothing to be seen and
light in thick weather

Lat 18.10 N Long 44.00 W

Friday May 17th

First part strong wind from S.E. to S.
Light at 10 P.M. nothing to be seen.
Last part strong wind from S.E. to S.
Light at 10 P.M. nothing to be seen and
light in thick weather

Lat 18.10 N Long 44.00 W

Saturday May 18th

First part strong wind from S.E. to S.
Light at 10 P.M. nothing to be seen, and
light on the bow, the light being
from 11 to 1 AM. Stood to the N. having
last part strong breeze from S.E. to S. Light
nothing to be seen

Lat 18.10 N Long 44.00 W

Monday May 20th

First part hard breeze from S.E. to S.
Light at 10 P.M. nothing to be seen. Last part
hard breeze from S. to S.W. light nothing
to be seen but quite necessary in
turning from the regular of 18.10 N Long

Tuesday May 21st

First part hard breeze from S. to S.W.
light at 10 P.M. and turning from the regular
of 18.10 N a S.E. Last part hard breeze
from S.E. to S.W. light at 10 P.M. and light
nothing in turning from the regular

Lat 20.10 N Long 44.00 W

[illegible]

[illegible]

[illegible]

Wednesday May 26th

First part light house from E S E steering [illegible] W, [illegible] in sight, [illegible]

East part light house from E steering [illegible] W, [illegible] light house [illegible], [illegible] Lat 28 [illegible] Long [illegible] W

Thursday May 27th

First part light house from S E steering [illegible] W, [illegible] the Bark Helvarsin bound to New Bedford, the Capt came on board [illegible] Lat [illegible] Long [illegible] W, Last part light house from E S E steering [illegible] W the Valparaisin, and a ship in sight [illegible] in painting Lat 23.41 N

Friday May 28th

First part light house from E steering [illegible] W the Valparaisin, and a ship in sight [illegible] from E S E steering [illegible] W the Valparaisin, and a ship on [illegible] and [illegible] painting ship inside, Lat 25.28 N Long 58.40 W

Saturday May 29th

First part [illegible] from E S E steering [illegible] W [illegible] in sight and fog [illegible] painting. Last part light house from E S E steering [illegible] W [illegible] in sight Lat 23 [illegible] Long

Sunday May 30th

First part light house from [illegible] steering [illegible] W [illegible] the Valparaisin in sight Last part light house from S E steering [illegible] W [illegible] the sail in sight [illegible] and lay in sight [illegible] Lat [illegible] Long 62.54

Monday 31st May

First part [illegible] from S E steering [illegible] W [illegible] the Brig [illegible] Elizabeth of Norfolk, 19 days from Philadelphia bound to Barbados Last part light house from S E steering [illegible] W a member of sail in sight [illegible] the schooner Julia Rome, of Salem [illegible] 9 days out from Pensacola Lat 23.04 N Long 64.54 W

Log June 1854

Tuesday June 1st

First part light wind from W by S steering S W by S, a number of lit [illegible] light steering to the S E. Last part light breeze from [illegible] steering S W [illegible] light, employed on ship duty

Lat [illegible] Long [illegible] W

Wednesday June 2d

First part strong wind and squall from S W steering to W, at 1 AM the wind shifted to the W by a squall of the wind to N E. Last part rain, three sail in sight, no whales employed in ship duty

Lat 31. 44 N Long 65. 06 W

Thursday June 3d

First part light wind from S W steering S W by S, two sail in sight. Last part light wind from S E. steering S W, nothing to be seen, employed in painting ship.

Lat 33. 01 N Long 66. 1 W

Friday June 4th

First part light airs from S W, and pleasant steering S W, nothing to be seen, Last part light airs from S steering S W by S, nothing to be seen, employed in ship duty

Lat 33. 18 N Long 66. 24 W

Saturday June 5th

First part light airs from S W, steering S W by S, nothing to be seen, Last part light wind and rainy from W by the wind to N W, two sail in sight, employed in ship duty

Lat 34. 25 N Long 66. 48 W

Sunday June 6th

First part brisk breeze from W by the wind N N W, at 4 PM the wind shifted to the N in a squall blowing strong, we hove reefed the top sail and furled the main sail, by the wind N N W. Last part strong wind from N steering by the wind N N W, nothing to be seen employed in ship duty

Lat 34. 55 N Long 66. 31 W

Log Book 1852

Sunday June 6th

First part light wind from N.E. steering S.W. by N. saw two sail, employed in shift sails, last part light breeze from S. steering S.W. by N. a sail in sight, employed in shift sails

Lat 35.57 N. Long 70.00 W

Tuesday June 8th

First part strong wind from S. steering S.W. by N. three sail in sight, last part strong wind from S. and raining; steering S.S.W. two sail in sight employed in shift sails

Lat 39.42 N Long 71.36 W

Wednesday June 9th

First part strong wind from S. steering S.; nothing to be seen, the ship making from 12 to 14 revolutions per 24 hours
Last part strong wind from S steering S.S.E. raining saw a number of birds steering to the N.

Lat 40.45 N Long 71.30 W

Thursday June 10

First part strong wind from S.W. steering S.E. at 2 P.M. saw black stone at each bone for compass N.W. at 12 Mile, a number of sail in sight

[illegible]

[illegible]

[illegible] of the [illegible] employed [illegible]

Friday Sept 16th

All of these 24 hours Employed drying and airing [illegible]

Saturday Sept 17th

All of this day is about [illegible] employed airing [illegible]

Sunday Sept 18th

All of this day [illegible] employed [illegible]

Monday Sept 19th

All of this day [illegible] employed [illegible]

Tuesday Sept 20th

All of these 24 hours [illegible] finished airing and [illegible]

Wednesday Sept 21st

All of these 24 hours [illegible] discharged and paid off the crew.

Thursday Sept 22nd

All of this day about [illegible] weather

Friday Sept 23rd

All of this day pleasant the 24th Made topsails with the Boatswain employed painting ships.

[illegible] the past [illegible] weather
[illegible] engaged cleaning the ship
[illegible] water

Saturday Oct 7th

[illegible]

[illegible]

[illegible]

Sunday Oct 9th

All of these 24 hours [illegible] accompanied with rain

[illegible]

[illegible] rain

Thursday Oct 11th

[illegible] 24 hours pleasant weather [illegible]
[illegible]

Friday [illegible]

[illegible] south and
[illegible] engaged shipping oil and casks.

Saturday Oct 13th

All of these 24 hours pleasant weather, employed
at ship duty.

Sunday [illegible]

All of this day pleasant weather,

[illegible] the city of [illegible]

Monday Oct. 2nd 1866

[illegible] fine good weather.

[illegible]

[illegible] day. This day [illegible] 2nd and

[illegible]

[illegible] employed in [illegible]

[illegible] work.

Tuesday [illegible]

[illegible] day and [illegible]

Wednesday [illegible]

[illegible] employed in [illegible]

[illegible]

[illegible] employed in getting

the ship [illegible]

Thursday [illegible]

[illegible] day [illegible] employed in [illegible]

Friday [illegible]

[illegible] day employed in getting the crew [illegible]

[illegible]

[illegible] for [illegible] middle and [illegible] such trades. Having [illegible]

[illegible] the [illegible] of [illegible] [illegible]

[illegible] ship [illegible] in [illegible]

[illegible]

[illegible] and fine Ship Lying off side on at the Port [illegible]

[illegible]

Thursday Oct. 25th

Commenced with fresh Breezes from the [illegible] and [illegible] at 4 P.M. [illegible] Ship [illegible] [illegible] Capstan fill & Carried Steering [illegible]

[illegible]

Friday Oct. [illegible]

Commences with light [illegible]

[illegible]

[illegible] and other Ships duty. Ends fine

[illegible]

[illegible]

Commences with fresh breezes from the [illegible] and fine. Ship under all sail steering [illegible] wind to the S.E. Employed repairing [illegible] Nothing in sight. [illegible] Ends fine

Lat by obs 15°40 North

Long by [illegible] 56°[illegible]

[illegible]

Commences with fresh breezes Steering S.E. by S. ends fine

Lat by obs 18°24 North

Long by Chron 156°10 West

[illegible] 30th

Commences with fresh breezes from the N.E. and fine. Ship under all sail steering to the wind to the S.E. Employed at ships duty. Nothing in sight. Moderate [illegible] and heavy [illegible] in the [illegible] All sail steering to the wind to the S.E. Ends fine

Lat by obs 11°21 South

Long by Chron 145°30 West

Thursday Oct 31st

Commences with fresh breezes from the E.N.E. and fine. Ship under all sail steering to the wind to the S.E. [illegible] wind and [illegible] All sail steering to the wind to the S.E. Ends fine

Lat by obs 9°15 South

Long by Chron 54°16 [illegible]

Thursday Nov 1st 1855

Commences with moderate breezes from the East E. and fine. Ship under all sail steering to the wind to the S.E. Employed repairing [illegible] and [illegible] fresh variable winds commencing with rain. All sail by the wind to the Southward. Ends with rain

No obs.

Remarks Friday 1st 2nd 1855

[illegible] and [illegible] rain. [illegible] winds [illegible] S.E. [illegible] wind to the [illegible] [illegible] [illegible] [illegible] Latter part variable winds [illegible] rain ships under all precedent Sail Steering by the wind to the Southward.

Lat by obs 7°95 North.

Saturday Nov 3d

Commences with light airs from the S.E. and fine all Sail Steering by the wind to the S.S.W. Nothing in sight. Middle part light airs from the Southward. Latter moderate breezes on the S.E. and clouds. All Sail Steering S by E ends fine

Lat by obs 6°19 North
Long by Chron 134°30 West.

Sunday Nov 4th

Commences with fresh breezes from N.E. and rainy. All sail Steering S by E Nothing in sight Middle & latter parts calms. Nothing in sight Ends with cloudy weather.

Lat by obs 5°57 North
Long by Chron 134°16 West.

Monday Nov 5th

Commences with light S.W. breezes and cloudy. All sail Steering by the wind to the SSW. No Whales Middle and latter part wind and weather the same all sail by the wind to the S by E. ends fine

Lat by obs 3°40 West
Long by Chron 134°42

Imaus. July 1st 39

Commences with a moderate breeze from E.S.E. and fine, the sea [illegible] to be with moderate swell coming at an angle [illegible] in light white & other parts white and neither the same. The sea steering by the wind to the S.W. steering in a N.E. direction in sea & fine line

at by obs 2°14' North
long by Chron 155°27' West

Wednesday Nov 4th

Commences with light breeze from the East and fine, sails under all sail steering [illegible] in light white & other parts white. The sea steering [illegible] fine

at by obs 1°17' [illegible]
long by Chron 157°10' West

Sunday Nov 5th

Commences with moderate breeze from East and fine, sails under all sail steering [illegible] in light white & other parts moderate swell from East and fine. Sails under all sail steering by the wind to the N.W. steering in light white line

at by obs 2°37' North
long by Chron 157°36' West

Friday Nov 9th

Commences with light breeze from the East and fine. The sea steering by the wind to the N.W. employed veering [illegible] and letting [illegible] steering in light white and other parts white. Sea same. The East steering N.W. employed veering [illegible] line

Lat [illegible] 3°33' North
Long by Chron 156°55' West

Saturday Nov 10th 1855

Commences with light airs from the N.E. and fine. Fire under the boiler stations. Steering in light breezes at times with N.E. & S.E. winds and weather the same. Steering S.E. by compass. Steering in light winds S.E. by Chron.

Lat 4° 47' South
Long 156° 41' West

Sunday Nov 11th

Commences with light airs from the N.E. and fine. Steering S.E. by Chron.

Lat 4° 47' South
Long Chron 156° 47' West

Monday Nov 12th

Commences with light airs from the N.E. & fine. Fire under the boiler. Steering S.E. by Compass. Steering in light breezes & weather the same. Steering S.E. by Chron. Employed repairing Jibsail and other disposal. Bowls fitted.

Lat by obs 6° 57' South
Long by Chron 156° 48' West

Tuesday Nov 13th

Commences with light airs from the S.E. & fine. Fire under the boiler. Steering S.E. employed at Ships duty. Steering in light breezes & weather the same. Steering in light bowls fire.

Lat by obs 8° 35' South
Long by Chron 157° 19' West
By Lunar 157° 25' West

Wednesday Nov 14th

Commences with light airs from the S.E. & fine. Fire under the boiler. Steering as Friday & weather the same. Steering South

Lat by obs 10° 38' South
Long by Chron 157° 31' West

[illegible] Nov 8th 1855

Commenced with moderate breezes from the South and fine. All hands
staining South by Compass. No [illegible] Middle & after parts wind & weather
the same. Strong in light. Lots fine

[illegible]

[illegible]

Thursday Nov 16th

Commences with a fine breeze at [illegible] Strong in light.
Middle & after parts light airs & baffling [illegible]

[illegible]

Friday Nov 17th

Commences with light breezes from the S.E. and fine. Under
all sail steering South by Compass. Strong in light. Between 8 bells
[illegible] middle part [illegible] & the [illegible] lots, [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

[illegible] Nov 18th

Commences with strong breezes from S.E. [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] in light. Middle part more moderate, latter light airs
from S.E. [illegible] steering [illegible] South. Lots fine

[illegible]

[illegible] Nov 19th

Commences with light airs from the S.E. and fine. Under
all sail steering South. Strong in light.
Middle & latter part. light airs from the S.E. & fine. [illegible]
[illegible] South. Employed at sight lots. Strong in
light. Lots fine

[illegible]

Remarks Tuesday Nov 20th 1855.

Commences with [illegible] weather & 5 [illegible] with light airs from the S.E. & E. Ships under as fast steering as the wind & the [illegible] Employed as ships [illegible] steering in light middle & latter moderate breezes from S.E.W. steering by the [illegible] & latter the same. Lands Line

Lat by obs [illegible] South.

Long by Chron 158° 16' West.

Wednesday Nov 21st

Commences with light airs from the S.E.W. and fine. The [illegible] steering by the wind [illegible] Ship to the W.S.W. in a [illegible] South. Employed as Ships [illegible] steering in light middle & light [illegible]

Lat by obs 18° 45

Long by Chron 158° 19 West

Thursday Nov 22d

Commences with light airs from the Westward and fine. The [illegible] steering by the wind [illegible] middle & latter parts wind & weather the same steering by the wind to the S.S.W. Employed as Ships [illegible] steering in light lands line

Lat by obs 18° 45 South

Friday Nov 23d

First part light airs from W.N.W. and fine ship under a [illegible] steering S.S.W. steering in light middle & latter parts wind & weather the same. At 6 A.M. made Harvey Island bearing S.E. dist 12 Miles. Lands line

No obs

[illegible] Saturday [illegible] 24th 1855

Commences with light airs from the N. E. and fine. Ship lying off and on. Middle part moderate breezes from the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] with the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] it [illegible] danger [illegible] boat [illegible] [illegible] [illegible] [illegible] the [illegible] could be discovered [illegible] [illegible] in charge of the boat [illegible] [illegible] appears con- sidered it [illegible] [illegible] to effect a landing and acted accordingly. It appears they effected a landing with safety and without accident but in endeavouring to come off the boat [illegible] [illegible] [illegible] and in attempting to regain her [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and his body was not [illegible] recovered. [illegible] [illegible] [illegible] [illegible] with the [illegible] [illegible] [illegible] in with another boat and [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] so heavy that I found it impossible to get the remaining [illegible] men off the [illegible] [illegible] better weather. [illegible] [illegible] [illegible] to remain untill the sea becomes [illegible] [illegible] [illegible] [illegible] [illegible] a landing. The man which I have [illegible] second mate. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a large circle of friends to mourn his untimely end [illegible] [illegible] [illegible] a better [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] of [illegible] [illegible] [illegible] and sisters [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] towards [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] from the [illegible] [illegible] [illegible]. [illegible] [illegible] [illegible] moderate breeze from [illegible].

Sunday [illegible] 25th

Commences with [illegible] [illegible] from [illegible] and fine [illegible] off and on [illegible]

[illegible] [illegible] [illegible] [illegible]

Remarks Monday Nov 26th 1855.

Commences with light airs from the North and fine [illegible] [illegible] At dark the land bore [illegible] [illegible] [illegible] [illegible] to the S.W. and with a light wind it is impossible [illegible] to the windward to communicate with the Shore, [illegible] [illegible] be able to get them off at all. While Should the weather continue fine until [illegible] [illegible] [illegible] sail beating up for the Island. At 7 A.M. Sent the Second Mate on Shore in the Merchant dist 12 Miles. Ends fine

[illegible]

Tuesday Nov 27th

Commences with light winds from the N.N.W. and fine. At 2 P.M. [illegible] [illegible] good [illegible] [illegible] [illegible] [illegible] Ends fine.

Lat by obs 20°17 South
Long by Chron 159°17 South

Wednesday Nov 28th

First part of this day Moderate breezes from the S.E.by E. and [illegible] [illegible] ships [illegible] Nothing in Sight. Middle & Latter parts [illegible] [illegible] sail beating up to the Land Ends fine

No Obs

Remarks Thursday Nov 29th. 1855

Commences with moderate breezes from the S.E. [illegible]

[illegible] Middle part light breeze from the S.E. lying off and on Letter wind the same employed getting off wood. [illegible]

Friday Nov 30th

Commences with light breeze from the S.E. and fine; lying off and on. Employed loading off wood. At 5 P.M. had taken 13 Boatloads on board together with 11 Pipes [illegible] Stalks Potatoes, 100 Cocoanuts, 400 lbs of old junk and one bbl collops. Middle & Letter parts wind & weather the same lying off & on employed getting off wood & with [illegible] fine. Shipped 2 Men James Murphy & [illegible] Seamen for the [illegible] & [illegible] for remainder of the voyage.

Saturday Dec 1st

Commences with light breeze from the S.E. and fine; lying off and on [illegible] Middle & Letter parts [illegible] vessels varying from E to S.S.E. Steering by the wind to the Southward. Nothing in Sight to Windward.

Sat Ds

Sunday Dec 2nd

Commences with light [illegible] from the S.E. and [illegible] with rain [illegible] wind to the Southward & Westward. [illegible] Middle & Letter parts [illegible] under [illegible] steering [illegible] wind to the S.S.E. [illegible] fine

Lat by Ds 23°15' South

[illegible]

Monday Dec 3rd

Commences with [illegible] from the S.E. [illegible] Middle & Letter parts [illegible] & weather the same. At 2 P.M. Steering [illegible] Nothing in sight to windward fine.

at [illegible] 23° South

[illegible] 135° 17' West

Tuesday Dec 4th 1855.

[illegible] from the Port and Fine. [illegible] under the Lee. [illegible] Fresh Breezes [illegible] Fresh Breezes and Cloudy Weather. [illegible] Mr Fredrick Harris has had several complaints from my Officers, against James Crow one of the Quartermasters [illegible] and refusing to [illegible] [illegible] I have [illegible] that he is [illegible] from the Helm to go of an hour; and then not entitle an Officer has been into the Forecastle to call him. His excuse is that he is not asked when the watch is called. I have every reason to think it is his intention to cause all the trouble on board of the ship [illegible] in his power, and on [illegible] I shall have to confine him to [illegible] for the remainder of the voyage. I have this day supernumerated him for his conduct and [illegible] him to understand that he may expect if he gives any [illegible] Fresh Breezes [illegible] Middle & Latter [illegible] Steering S.S.E. by W. Wind [illegible] Light Airs fine

Lat by Obs 25° 14' South
Long by Chron 165° 44 West

Wednesday Dec 5th

Commences with fresh breezes from the S.E. Steering by the wind to Southward. Employed repairing Chain and making Sennit. At 4 P.M. Mr Stuart S.S.E. for the Night Watch [illegible] Latter part [illegible] from the S.E. and [illegible] Steering [illegible] Ships' duty Ends fine.

Lat by Obs 27° 21' South

Thursday Dec 6th

Commences with light winds from the South [illegible] with rain. At the said Steering S.E. by S. Middle & Latter part [illegible] the same Steering S.E. by S.

Lat by Obs 29° 19 South
Long by Chron 160° 44 West

Friday, Dec 6th 1867

Commences with moderate breezes from the S.E.E. and clouds. At 1 P.M. Stowed Cabins & Hatches. Nothing in Light Tackle seen but the winds from the S.E.E. and fine. At 6 P.M. Stowed Topsails. Nothing in Light Tackle fine

Lat by obs.

Saturday Dec 7th

Fresh breezes & light airs from the N.N.W. and pleasant. At 1 P.M. Stowed Cabins & Hatches. At 3 P.M. [illegible] & the [illegible] Topsail & other Ships Duty. Nothing in Light Tackle fine.

Lat by obs 31° 12' South
Long by Chron 164° 10' West

Sunday Dec 8th

Commences with light airs from E.S.E. and fine. Ship under the Lee Stream in the wind to the S.S.E. Carried required sail & the ships Duty. Nothing in Light Tackle and fine. At Noon Light Tackle seen [illegible] N.E. at 1 P.M. Stowed Cabins & fine

Lat by obs 32° 24' South
Long by Chron 163° 00' West

Monday Dec 9th

Commences with a strong breeze from W.S.W. and squally. Ship under [illegible] reefs & [illegible] P.M. the wind shifted to the S.S.E. with light airs. At 1 P.M. in Light Tackle Birds of which there is an [illegible] Cabins & Hatches. At 6 P.M. [illegible] & Bitter fresh light winds from the North and fine. At 8 P.M. Stowing [illegible] Topsail & other Ships Duty. Nothing in Light Tackle fine

Lat by obs 33° 29' South
Long by Chron 162° 17' West

Remarks Tuesday Dec 11th 1855

[illegible] with light winds from the [illegible] [illegible] [illegible] Ship under all sail [illegible] [illegible] repairing Fore Topsail [illegible] [illegible] [illegible] the same [illegible] [illegible] [illegible] [illegible] [illegible] employed [illegible] [illegible]. Ends fine

[illegible]

Wednesday Dec 12th

Commences with moderate breezes from the North and [illegible] Ship under all sail Steering S.E. by E. Nothing in sight [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the Main Sail & [illegible] [illegible] main top gallant Sail; crew [illegible] a [illegible]. Middle part Strong breezes from the N.W. Latter light winds [illegible] [illegible] with a heavy sea Steering S.E. by E. Finished repairing the Fore Top-Sail and sent it aloft [illegible] [illegible] [illegible] for the [illegible] [illegible] Main Topsail. Ends fine

Lat by obs 36°19' South
Long by Chron 154°54' West.

Thursday Dec 13th

Commences with calm weather. Employed repairing Main Topsail and other Ships duty. Nothing in sight [illegible] [illegible] shortened sail for the night and set Sprit sail [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] forced to keep them on deck all day. Middle part [illegible] [illegible] [illegible] Eastward Latter the same with rain Ship under double [illegible] [illegible] [illegible] & Courses Steering by the wind to the S.S.E. Nothing in [illegible]. Ends with rain. No obs.

Friday Dec 14th

Commences with fresh breezes from the East and [illegible] [illegible] [illegible] [illegible] Topsails [illegible] & Courses by the wind [illegible] [illegible] at 6 P.M. Shortened sail for the night [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a [illegible] gale from the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the same [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] 13[illegible]

[illegible] Sunday Dec 9th 1[illegible]

[illegible]

Lat by Obs 51° 31' South

Long by Chron 166° 21' West

Monday Dec 10th

[illegible]

Lat by Obs 40° 10 South.

Monday Dec 17th

Commences with light airs from N.W. Steering S.E. [illegible]

[illegible]

Lat by Obs 41° 6 South

Long by Chron 154° 16 West

Tuesday Dec 18th

[illegible]

1868 Dec.

Tuesday Wednesday Dec 19th 1855

[illegible]

Lat by Obs 43°44' South

Long by Chron 144°26' West

Saturday [illegible]

Commences with [illegible] from the [illegible] Steering [illegible] in sight. Employed at [illegible] middle and latter [illegible] friends and another the same the underni[illegible] Steering East [illegible]

Lat by [illegible] 44° 00' South

Long by Chron 144°42' West

Friday Dec 21st

Commences with strong breeze from the West accompanied with [illegible] Steering East [illegible] in 24 hours Middle & latter parts [illegible] the same. The last Steering East employed [illegible] out for [illegible] Ends fine

Lat by Obs 44°19 South

Long by Chron 144°16 West

Saturday Dec 22nd

Commences with fresh [illegible] from the N.E. West accompanied by [illegible] under [illegible] and courses Steering East [illegible] in sight [illegible] and another the same. The [illegible] Steering East [illegible] in sight.

Lat by Obs 44°38' South.

Long by Chron 137°02 West

[illegible] 1865

Commence with fresh breezes from N.W. [illegible] Ship under all sail [illegible] Steering S.by E. On the past four days have experienced a [illegible] Mr. D.H. Riddle & other hands sick [illegible] Nothing in sight Ends thick and hazy.

[illegible]

[illegible]

Wind fresh with heavy seas from the West and cloudy At 2 P.M. Steering S.by E. At 4 P.M. [illegible] Nothing in sight. Ends fine.

Lat by Obs 45°51' South
Long by Chron 135°40' West

Tuesday Dec 26th

Commences with light winds from the West and cloudy. Employed getting [illegible] Nothing in sight. Winds light and variable. Ends cloudy with strong breezes from S.E. and cloudy. Ship under [illegible] sail. At 2 P.M. [illegible] Steering by the wind to the S.E. Nothing in sight. Ends with strong [illegible] from S.E.

[illegible]

[illegible]

Commences with strong breezes from S.E. and squally. [illegible] hazy weather [illegible] Steering by the wind to the S.E. [illegible] Nothing in sight. [illegible] S.E. and fine. At 2 P.M. Steering by the wind to the S.E. [illegible] Ends cloudy.

[illegible]

Thursday Dec 27th 1855

First part clear with a heavy atmosphere. At 1 P.M. [illegible] in [illegible] P.M. Rider & Potter parts [illegible] with from the W.N.W. and cloudy. Ship under the sail steering E.by.S. [illegible] Employed at ships duty Nothing in Sight Lands clouds.

[illegible]

Friday Dec 28th

Commences with light airs from the W.by.S. and cloudy. Ship under the sail steering E.by.S. Nothing in sight [illegible] Employed at ships duty Nothing in Sight Lands given

Lat by obs 47° 11' South
Long by Chron 122° 49' West

Saturday Dec 29th

Commences with moderate breezes from the West and fine. At sail steering south least [illegible] Rider & Potter [illegible] to water [illegible] steering E.S.E. Employed bending up the [illegible] and [illegible] and bending the [illegible] lands fine

Lat by obs 47° 22' South
Long by Chron 119° 35' West

Sunday Dec 30th

Commences with fresh breezes from the West and cloudy. At sail steering E.S.E. bound on [illegible] finished setting up our [illegible] and parts. [illegible] Rider & Potter parts [illegible] Lands cloudy with detached openings.

Lat by obs 47° 20 South
Long by Chron 114° 52' West

[illegible] Dec 31 [illegible]

[illegible] fresh gale from West and squally. Ship under [illegible] [illegible] Sail & Fore sail Steering E.N.E. until [illegible] [illegible] the Top Gallant Sail & double reefed the [illegible] [illegible] [illegible] Morning as our Ship runs [illegible] [illegible]
raining. Ship under double reefs Steering E.N.E. Ends cloudy with [illegible] [illegible] openings.

Lat. in [illegible] 46°30' South
[illegible]

Tuesday Jan 1st 1856

A New years has dawned upon us ushered in amid Storm and tempest. Our good Ship cleaving her way through the broad Pacific like a [illegible] her course is onward, she heeds not the [illegible] [illegible] [illegible] [illegible] from SSW at 6 A.M. [illegible] [illegible] Ends [illegible] [illegible] the first day of the year [illegible] and earnest prayer. God in Mercy grant it.

No Obs

Wednesday [illegible]

Commences with one of the [illegible] gale [illegible] for the past 2 Years. Weather dark and dismal with [illegible] [illegible] [illegible]

[illegible] Ends squally
[illegible] 46°25'

[illegible] 4000 strokes in 24 hours.

[illegible] Thursday [illegible]

Commences with a fresh gale from the S.S.W. with [illegible]

[illegible] Strong breeze & compass steering in sight [illegible]

[illegible] but we soon found that the lashes [illegible] while running from

[illegible] consequently shall help her going as long as possible as I feel somewhat uneasy in regard to her [illegible] not [illegible]

[illegible] it is, but there is [illegible] in the Bows [illegible]

[illegible] Middle part More Moderate Weather & Cloudy Days from the S.S.C and clear [illegible]

all [illegible] Strong breeze [illegible] Strong in

[illegible] Ends fine

Lat by obs 46°37' South

[illegible]

Friday Jan 4th

Commences with light airs from the S.S.W. and [illegible]

[illegible] Strong in [illegible]

of another [illegible] with a sudden fall of the [illegible]

[illegible] Strong breeze from West Latter the Day with rain [illegible]

Exp'd by compass Ends with [illegible]

[illegible]

[illegible] Saturday [illegible]

Commences with [illegible] from the S.S.W. and

[illegible]

[illegible] Strong breeze [illegible]

[illegible] Middle [illegible]

the Latter More Moderate Weather Exp'd Ends rainy

Lat by obs 49°00' South

[illegible]

[illegible]

[illegible] perfect [illegible] a very book of [illegible] gathering in [illegible]

[illegible] Dep. Mat. Stewart [illegible] the B.E. Letter [illegible]

[illegible] under [illegible] left [illegible] Course [illegible]

22° East [illegible] Florida

No [illegible]

[illegible]

[illegible] Company [illegible] in [illegible]

[illegible]

[illegible]

[illegible] Company [illegible] in [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] and the wind veered to the South; at 9 wind veering gradually [illegible] with [illegible] weather. Middle & latter parts moderate breezes from the S.S.W. and clear. At half Steering Q.Ly. at 9 st. the Low to Ship Steering Abeast Q.L.P. Cloudy.

Lat by obs 37°11' South
Long by Chron 88°25' West

[illegible]

[illegible] Q.L.P. [illegible] Middle & latter parts wind and weather the same Steering Q.L.P. [illegible]

Lat by obs 35°51' South
Long by Chron 81°17' West

[illegible]

[illegible] Steering Q.L.P. latter the same Steering Q.N.Q. in company [illegible] with moderate clear weather

Lat by obs 36°26' South
Long by Chron 76°21' West

[illegible]

Commence with light winds from the S.W. by S. and [illegible] at 7 P.M. the wind veered to the S.W. [illegible] Middle and latter parts moderate breezes from [illegible] with [illegible] weather [illegible] Q.N.Q. and [illegible]

Lat by obs 36°35' South
Long by Chron 76°33' West

[illegible]

[illegible] Steering E. N. E. in compass [illegible]

Lat by obs 56° 47 South

[illegible]

Tuesday Jan 15th

[illegible] with Moderate breezes from the W N W and [illegible]

[illegible]

Lat. by obs 56° 44' South
Long by Chron 66° 25' West.

Wednesday Jan 16th

Commences with light winds from the S W and cloudy; [illegible] Steering N. E. by compass; one ship in sight [illegible]

[illegible] from N. N. W. and clear weather ship under all sail [illegible]

[illegible]

Thursday Jan 17th

[illegible] light airs from the West and fine. All [illegible] Compass. At 6. P. M. Staten Land was [illegible] [illegible] 30 miles. [illegible] [illegible]ened; Middle & Latter parts wind & weather the Sa[me] [illegible] Steering N E by compass. Ends cloudy.

Lat by obs 55° 09 South Long by Chron 60° 40 W.

Commences with moderate breezes from the S.W. and clear [illegible]

[illegible] Sails filled and Course Steering by the mind [illegible] the N.E. and clear [illegible]

Long by Chron. 57°22' West.

Thursday Jan 1[illegible]

Commences with a fresh Gale from the N.W. and [illegible]

fell 20 2/10, lower than it has been for the last 2 years. [illegible]

breezes from the [illegible] North. Ends fine

Sunday Jan 20th

Commences with [illegible] from the N.E. and fine [illegible]

Lat by obs 50°38 South

[illegible]

Said Steering N.E. & N.E. & E. and clear

Long by Chron 45°[illegible] West

[illegible] weather (middle & latter parts) wind & weather the same. [illegible]

Lat by obs 46° 22' South
Long by Chron 53° 14' West

Wednesday Jun 23rd

Commences [illegible] and [illegible] the wind [illegible] the N.E. Ends cloudy.

Lat by obs 44° 39' South
Long by Chron 57° 26' West

Thursday Jun 24th

Commences with fresh breezes from the North. [illegible]

Long by Chron 62° 03' West

[illegible]

[illegible]

compass wattery [illegible]
calm. with clear weather

Lat by obs 42°43 South

[illegible]

[illegible] 28th

[illegible] in sight [illegible]
[illegible] Steering N.E. by E. Winds with clear
weather

Lat by obs 41°14' Long by chron 47°15'

[illegible] 29th

Commences with fresh winds from the N.E. by E. and
cloudy skies under topsails & courses steering N.E. by E.
nothing in sight. At 2 P.M. reefed the topsails and
furled the main sail. [illegible] accompanied with cloudy
rainy weather ship under double reefs by the wind to the
N.E. & N.N.W. Winds cloudy with N.E. obs

Morning Fresh

Commences with a fresh breeze from [illegible] and
cloudy skies under [illegible] reefs by the wind to the N.N.
& N.N.W. [illegible] ship to the [illegible]
[illegible]
Lat by [illegible] to the E. & E. Winds clear

Lat by obs 39°54 South
Long by Chron 51°26' West

Jan 27th 1856.

[illegible] gales from the North and [illegible]

[illegible]

Wednesday Jan 30th

[illegible]

per reports accs from the mermaid earlier in day all sail [illegible] b y N by Compass. Nothing in sight. Ends fair

Lat by obs 38° 10' South

[illegible]

Thursday Jan 31st

[illegible] commences with moderate breezes from the North and clear [illegible] Nothing in sight [illegible] Ends fair

[illegible]

Thursday Feb 1st 1856.

[illegible] E and squally. Double reefed the Topsails and furled the Main-sail. Steering by the wind to the E.N.E. Ends with strong breezes and [illegible] Lat, No obs

[illegible]

[illegible] and Main Sail. — At 7 P.M. Made all Sail, wind light from [illegible] Fore T.G.M. until Midnight — Wind the Same and clear [illegible] finbacks and Birds. — A heavy Swell from the S.W. [illegible]

Lat by obs 37° 21' South.
Long by Chron 45° [illegible]

State of Barometer

Saturday Feb 9th

Temperature

Commences with Moderate breezes from the S.S.E. and [illegible] nothing that looks like [illegible] weather with Squally appearances — From 7 P.M. to Midnight [illegible] Squally from S.S.E. to E.S.E. [illegible] weather the Same with a long heavy Swell from South [illegible]

Commences with light winds from the East and [illegible] Sail steering by the wind to the S.S.E. — At 4 P.M. [illegible] is for Columns From 4 P.M. until Midnight light breezes varying from East to N.E. From Midnight [illegible] breezes from [illegible] and [illegible] breezes from [illegible] and [illegible] S.E. [illegible] South.

Lat by obs 41° 11' South.
Long by Chron 40° 28' East.

Wednesday Feb 6th

Commences with a fresh Gale from S.W.W. [illegible] Ship Discovery Cast from S.E. [illegible] winds the Same At 10.30 the wind shifted [illegible] to W.S.W. blows E.N.E [illegible] a Moderate Gale from South At 9 turned the [illegible] from South and Cloudy - Many Birds in Sight Ends Cloudy. Lat by obs 41°54' S Long by Chron 64°57' W.

Thursday Feb 7th

Commences with Strong winds from the S.W. and clear - A heavy Swell from the W.S.W. At 4 P.M. observed Temperatures as per column [illegible] fresh breezes and clear [illegible] in Sight - Much Wreck [illegible] breezes varying from S.W. [illegible] from S.W.b.W. with [illegible] tervals of clear Sky - [illegible] from the S.W. Ends wet. [illegible] weather.

Lat by obs 40°48' South
Long by Chron 32°33' West

4 A.M.	58°	63	30	
8 A.M.	58°	62	30 3/100	S.W. by S.
Meridian	58°	63°	30 4/100	
4 P.M.	59°	63°	30 4/100	
8	58°	62	30 4/100	S.W.
Midnight	59°	64°	30 2/100	S.W. by S.
4 A.M.	59°	63°	30 2/100	
8 A.M.	59°	64°	30 2/100	S.W. by S.
Meridian	61	64°	30 2/100	
4 P.M.	59°	63	30 3/100	E.
Midnight	59°	63°	30 3/100	E.S.E.
	59°	63°	30 3/100	
	58°	63	30 3/100	E.
	58°	63°	30 3/100	

Saturday Feb 9th 1836

Commences with and until [illegible] in the breezes from the S.S.E. and [illegible] and Sailed Sering by [illegible] Light airs from S.E. by E. From 4 P.M. [illegible] airs from S.E. and cloudy — From Midn[illegible] wind V. weather the same — [illegible] Light airs from S.E. by E. [illegible] the wind to N.E. by E. — [illegible] S.W. Squalls and hail [illegible] fine pleasant weather

Commences with light airs from E.S.E. and clear — At 4 P.M. Tacked Ship [illegible] the S.E. wind [illegible] East and very light — [illegible] Middle part Moderate breez[illegible] Moderate breezes from E.S.E. to E.S.E. and cloudy — [illegible] from [illegible] every [illegible] at 8 P.M. — [illegible] E.S.E. and [illegible] E.S.E. cloudy.

Memoranda Saturday Feb 11th 1888

Commences with and until 8 P.M. light winds [illegible] Squally appearances at 4 took in the top gallant [illegible] Gibb Bust - few birds and no Whales Seen - Mid [illegible] Strong winds [illegible] Latter [illegible] weather - A heavy swell seen from S & South [illegible] Bo under Close reefed Main Topsail [illegible] Thence & Top Mast Staysail head to the [illegible] a Sewer - Gale from the E.N.E. with [illegible]

Sunday [illegible] 1888

[illegible] with [illegible] [illegible] Sail head to the [illegible] heavily Rolling [illegible] Middle & Gale moderating [illegible] C.I.C. - [illegible] continued rain - Latter [illegible] S.W. with Short [illegible] Seeing E.N.E. many birds [illegible] Tack by obs 41° 0' South

[illegible] Strong winds [illegible] Tacks [illegible] South

					Remarks
	A	B	Bar		
4 P.M.	62°	62°	29 90/100	NNE	Commences with ...
	A	B	Bar		
8 P.M.	62°	62°	29 75/100	N	...
	A	B	Bar		
Midnight	63°	62°	29 75/100	N	appearance in the weather - the wind ... blowing fresh in puffs of from five ...
4 A.M.	63°	62°	29 75/100	N	cloudy. Latter Strong breezes ... the S.W. - Ends clear - ... slightly discoloured, with patches of ...
	A	W	Bar		
8 A.M.	65°	63°	29 70/100	N	Lat by ...
	A	W	Bar		
Meridian	6[illegible]	63°	[illegible]	[illegible]	

Friday Feb 15th ...

	A	W	Bar		
4 P.M.	61°	62°	29 65/100	NW	Commences with and until ... clear weather, ... had a heavy Squall with rain took in ... sail & Mizen Topsail. Steering E.N.E. ...
	A	W	Bar		
Midnight	[illegible]	62°	[illegible]		At 8 passing Squalls with drizzling rain ... jibb - From 8 P.M. to Midnight cloudy with ...
	A	W	Bar		
4 A.M.	62°	63°	29 65/100	NW	Squalls of rain - From Mid to 4 A.M. ... clear ...
	A	W	Bar		
8 A.M.	63°	[illegible]	[illegible]		Strong ... to meridian a fresh Gale with beautiful clear weather. Ends clear
Meridian	66°	64½°	29 70/100		Lat by ... South.

... Long ...

...

... and until ... clear ... cloudy with ...

... Steering N.E.b.E. ...

	A	W	Bar		
4 A.M.	64°	66°	29 95/100	NNW	with a very heavy swell from ... Steering to the N.E.b.E. - breezes ...
	A	W	Bar		
8 A.M.	66°	66°	30 5/100	N b W	meridian - light - Ends fine.
	A	W	Bar		
Meridian	68°	67°	29 97/100	N b W	Lat by ... Long ...

Observations	Winds	Remarks Sunday Feb 18th 1886.
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] clear Weather moderate breezes from the N.W. and fine [illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Lat by obs 35°20' South
[illegible]	[illegible]	Long by obs 19°[illegible]
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	Monday Feb 19th 1886
[illegible]	[illegible]	Commences with and unstable [illegible] weather with moderate breezes from the N.W. & N. Neither [illegible] [illegible] light airs from [illegible] [illegible] midnight [illegible] moderate breezes from [illegible] accompanied with beautiful clear weather [illegible] birds seen, and no Whales — Employed [illegible]
[illegible]	[illegible]	N.W. by d. Rigging and other Ship's duty — Ends with [illegible]
[illegible]	[illegible]	Lat by obs 33°25' South
[illegible]	[illegible]	Long by Chron 14°14' West
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	Tuesday Feb 19th 1886
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

						all Sail Steering N.E. by E. by
				S.E.		Employed at Ships duty. Nothing Seen
						to Midnight Moderate breezes and
						meridian fresh breezes from the S.S.W. with
A. M.	Bar	Moderate				frequent Squalls. Ship under all Sail
69°	74°	30 12/100	South			Steering S.E. by E. by Compass. Think
						got the S.E. Trades from
A. M.	Bar	Fresh				Seen. Employed at Ship's duty
72°	73°	30 12/100	S.E.			

	A. M.	Bar				
						Commences with a new moon
	A. M.	Bar	Light			Winds from the S.E. with fine pleasant
Noon						Ship under all Sail Steering S.E. by E.
						Employed fitting the rigging. Nothing Seen
			Moderate			
Midnight				S.E.		Midnight Moderate breezes with
						from Midnight to Meridian Moderate
	A. M.	Bar	Moderate			varying from S.E. to E.S.E. with fine
4 A. M.	71°	74°	30 14/100	E.S.E.		weather, Ship under all Sails Steering
	A. M.	Bar	Moderate			varying winds with fine pleasant
8 A. M.	74°	74°	30 14/100	S.E. by E.		
	A. M.	Bar	Moderate			
Meridian	75°	74°	30 14/100	S.E.		

						Trades from S.E. by S. accompanied with fine
	A. M.	Bar	Moderate			fair weather. Ship under all Sail Steering
8 A. M.	73°	75°	30 14/100	S.E.		N.E. by E. Employed at Ship's duty. Nothing
Midnight	73°	75°	30 14/100	S.E. by S.		Steering N.E. by E. by Compass.
						current for the past
	A. M.	Bar	Moderate			Midnight
4 A. M.	73°	75°	30 14/100	S.E. by S.		to 4 A.M. Nothing
						Meridian fine
	A. M.	Bar	Moderate			all Sail Steering N.E. by E. Employed at
	77°	76°	30 14/100	S.E. by E.		duty. Nothing
	A. M.					
Meridian						

[illegible]

same – Fish under all Sail Steering N.E. by E.

Nothing that looks like a Whale to be seen, and Job only knows when we have see a Whale or other, perhaps not at all – Ends with beautiful clear weather

Lat by obs 24°42 South
No Longitude

[illegible]

[illegible] Book a light breeze from the South [illegible] Neither Whales [illegible] light airs varying from South [illegible] – From Midnight to 8 A.M. the light airs [illegible] by E – From 8 A.M. to noon the same accompanied with beautiful clear weather – Ship all Sail Steering N.E. by E. by Compass – Seem Ends fine

Long by Chron 8° [illegible]

Thursday Feb 25th 1856

Commenced with light Breeze from the E.S.E. with fine pleasant weather – Ship Steering in the wind [illegible] the N.E. – Nothing seen. At 8 P.M. the wind veered to the S.E. – Middle part [illegible] varying from S.E. to E.S.E. accompanied with [illegible] Gather light airs from E.S.E. [illegible] – Ship under all [illegible] to the N.E. – Nothing [illegible] duty – Ends with [illegible]

8 P.M.		74°	75°	30 1/100	S.E. by E.
Midnight		[illegible]	75°		
Meridian		76°	75°	30 1/100	S.E. by E.

Tuesday Feb 26th 1856.

Commences with and until 8 P.M. [illegible] under all Sail steering by the wind [illegible] with squally appearances from 6 A.M. to Meridian light winds and clear — All Sail [illegible] to the N.E. by E. — Nothing [illegible] at Ships duty — [illegible] weather

Long [illegible]

8 P.M.		74°	75°	30 1/100	S.E. by E.
4 A.M.		72°	73°	30 1/100	S.S.E.
		76°	75°	30 1/100	S.E. by S.
Meridian		78°	75°	30 1/100	E.S.E.
4 P.M.		77°	73°	30 1/100	S.E.
Midnight		74°	73°	30 1/100	S.E. by S.
8 A.M.		74°	71°	30 1/100	S.E.

Wednesday Feb 27th 56

Commences with and until 8 P.M. [illegible] Trades from the S.E. accompanied with [illegible] Ship under all Sail [illegible] to Midnight — Winds & weather [illegible] From Midnight to 8 A.M. light [illegible] clear — From 8 A.M. to [illegible] from the E.S.E. accompanied with showers & squalls of rain — All Sail steering [illegible] wind to the N.E. — Nothing [illegible] Employed at Ships duty — Ends squally

[illegible]

Thursday Feb 28th 1856

Commences with Moderate Trades [illegible] S.E. to E.S.E. accompanied with [illegible] squalls — All Sail steering by the wind [illegible] N.E. by E. — Nothing [illegible] as per Column — [illegible] light winds and cloudy — From Midnight to 8 A.M. beautiful clear weather — All Sail [illegible] wind to the Northward and [illegible] Employed at Ships duty — [illegible] Ends fine —

[illegible]

[illegible] and until [illegible] accompanied with squalls [illegible]

[illegible] — From [illegible] to Meridian light [illegible] — From 8 A.M. to Meridian light [illegible] cloudy.

Lat. by obs. 18°35 South.

Saturday March 1st 1806

[illegible] Light winds [illegible] 9 A.M. [illegible] Rain Squalls — Ship under Dof Sails & Courses [illegible] Topsails [illegible] as fast as possible — From 1 to Midnight cloudy with frequent rain squalls — From Midnight to 8 A.M. [illegible] — From 8 A.M. to Meridian fresh breezes and clear [illegible]

Long. by Chron. 3°57' West

Sunday March 2nd 1806.

Commences with hard [illegible] from S.E. accompanied with fine clear weather — From 9 A.M. to Midnight light winds and cloudy [illegible] — From 6 to Meridian [illegible] with fine pleasant weather [illegible]

Lat. by obs. 16°57' [illegible]
Lon. by Chron. 3°48' [illegible]

	A. M.	Bar.		Winds
	A. M.	Bar.		Light
	A. M.	Bar.		Light
	A. M.	Bar.		Light
2 A. M.	78°	75°	30	100 S.E.
	A. M.	Bar.		Light
8 A. M.	77°	76°	30	100 S.E.
Meridian	77°	76°	30	100 S.E.
	A. M.	Bar.		Winds
	A. M.	Bar.		Light
10 A. M.	76°	77°	30	100 S.E.E.
	A. M.	Bar.		Light
Meridian	76°	77°	30	100 S.E.
	A. M.	Bar.		Light
4 P. M.	75°	76°	30	100 S.E.
	A. M.	Bar.		Light
8 P. M.	77°	78°	30	100 E.S.E.
	A. M.	Bar.		Light
Meridian	79°	77°	30	100 S.E.
4 P. M.	76°	74°	30	100 S.E.
8 P. M.	75	74°	30	100 S.E.
	75°	73°	30	100 S.E.
	A. M.	Bar.		
	77°	75°	30	100 S.E.
	77°	76°	30	100 S.E.
	79°	76°	30	100 S.E.

[illegible] Light Steering to the [illegible] by Chronometer is out of the [illegible] most certain. We now steering for the Island of St Helena [illegible] weather the same [illegible] Islands of St Helena [illegible] compass distant 30 Miles [illegible] All Sail Steering for the [illegible]

No obs.

Tuesday [illegible] commences with fine [illegible] All Sail Steering for the [illegible] keeped by the Wind head to [illegible] with the part bearing N.N.E. [illegible] in Light all Steering to the [illegible] Middle part winds light lying off [illegible] the Land, at 8 A.M. came to fast [illegible] Roadstead of St Helena —

Wednesday March 5th 1856

All of these 24 hours fine clear weather accompanied with light trades [illegible]

	Lumberadores				15 Knots
2d	[illegible]	78°	76	30 [illegible]	S.E.
	A	28	Bar		Light
6th	76°	73°		30 1/100	S.E.
	A	28	Bar		Light
	76°	73°		30 1/100	S.E.
	A	28	Bar		Light
7th	79°	76°		30 1/100	S.E.
	A	[illegible]	[illegible]		[illegible]
8th	79°	76°		30 1/100	S.E.
	A	[illegible]	Bar		Light
12th	77°	76°		30 [illegible]	S.E.
13th	A	28	Bar		Light
	78	76		30 1/100	S.E.
	A	28	Bar		Light
14th	75°	76°		30 1/100	S.E.
	A	28	Bar		Light
15th	75	76		30 1/100	[illegible]
	A	28	Bar		Light
16th	75°	76		30 1/100	S.E.
	A	28	Bar		Light
17th	78°	76°		30 1/100	S.E.
	A	28	Bar		Light
18th	79°	76°		30 1/100	S.E.
	A	28	Bar		Light
19th	75°	76		30 1/100	S.E.
	A	28	Bar		Light
20th	76°	76°		30 1/100	S.E.
	A	28	Bar		Light
21st	75°	75°		30 [illegible]	S.E.
	A	28	Bar		Light
22d	76°	75°		30 1/100	E by S.
	A	28	Bar		Light
23d	77°	76°		30 1/100	S.E.
	A	28	Bar		Moderate
24th	[illegible]	[illegible]		30 [illegible]	[illegible]

Thursday March [illegible] 1836.

Commenced and ended with fine pleasant weather. Employed painting Ships and other Ships duty.

Friday March 4th 1836

All of this day clear pleasant weather. Continued painting Ship and other Ships duty. This day my Steward Ale [illegible] informed me that a Sheet of Sheets he had lowered from the Stern into a Shore Boat before my hands, this morning, in my name, I gave him a receipt. He had to see Sheets in his possession, he said it was his, and he had a right to do so as he liked with his own. The Sheets had been left on board when we stowed below. The Cask was in [illegible] upon me and been concerned in stealing the Boat belonging to the Ship, which was left on the rocks and lost together with a full set of Oars, Boat Hooks and all the Boat belonging to the Ship, all of which was lost.

Saturday March 5th 1836.

Throughout fine Pleasant weather—Lowered Mizzen and Lowerab Clearances. Employed at Ships duty.

Temperatures				Winds
	At	8°	Bar	
4 P.M.	76°	71°	30	SE
	At	8°	Bar	Light
1 P.M.	75°	74°	30	SE
	At	8°	Bar	Light
Med.m	73°	75°	30	SE
	At	8°	Bar	Light
8 A.M.	70°	70°	30	SE
	At	8°	Bar	Ly
5 A.M.	81°	76°	30	SE
	At	8°	Bar	Light
Med.m	73	72	30	SE.

Remarks Lunday March 9th 1886

The day has been moderate weather from the SE and fine.

	At	8°	Bar	Light
4 P.M.	78°	75°	30	SE
	At	8°	Bar	Light
8 P.M.	76°	75°	30	SE.
	At	8°	Bar	Light
Med.m	76	75	30	SE.
	At	8°	Bar	Light
11 A.M.	76°	76°	30	SE.
	At	8°	Bar	Light
5 A.M.	76°	76°	30	SE
	At	8°	Bar	Light
Med.m	77°	76°	30	SE

Monday March 10th 1886

Throughout fine pleasant weather Complex at ships desk.

	At	8°	Bar	[illegible]
11 P.M.	77°	76°	30	SE
	At	8°	Bar	[illegible]
1 P.M.	75°	74°	30	SE
	At	8°	Bar	[illegible]
Med.m	74°	74°	30	[illegible]
	At	8°	Bar	[illegible]
11 A.M.	76°	76°	30	SSE
	At	8°	Bar	[illegible]
5 A.M.	71°	70°	30	SE
	At	8°	Bar	[illegible]
Med.m	70°	76°	30	[illegible]

Tuesday March 11th 1886

The day has been pleasant weather with a slight sea from the northward Complex at ships desk.

Temperature			Winds
P.M.	77°	76°	30	SE
	76°	75°	30	SE
A.M.	76°	75°	30	SE
	75°	74°	30	SE.
P.M.	76°	76°	30	SE
	80°	76°	30	SE
P.M.	80°	75°	30	SE
	76°	75°	30	ESE
A.M.	75°	74°	30	SE.
	75°	75°	30	SE
P.M.	76°	76°	30	SE
	77	76°	30	SE
P.M.	76°	76°	30	SE
P.M.	76°	74°	30	SE
A.M.	75°	74°	30	SE.S
	75°	74°	30	SE
P.M.	76°	75°	30	SE&E.
Noon	77°	77	30	SE

Wednesday March 12th 1857

[illegible] pleasant [illegible] Conditions at [illegible] duty. At 11 A.M. [illegible] Anchor was brought to [illegible] with a fine breeze from [illegible]

Thursday March 13th 1857

Commences with and ends at 8 P.M. fine pleasant weather - Employed Stowing the Anchors and other Ships duty - Lying off and on -

Friday March 14th 1857

Commences with and ends at 8 P.M. fine pleasant weather - winds from S.E. - From 8 to Midnight cloudy - From Midnight to 8 A.M. in first grades and fine - From 8 A.M. to Meridian wind and weather variable with rain and sunshine Ends fine.

Lat 15° 31' South
Long 5° 11 West

	Therm.	Bar.	Winds
4 P.M.	77° 77°	30	SE
8 P.M.	77° 76°	30	SSE
Mid'nt	74 74°	30	SSE
4 A.M.	74° 74°	30	SE by S
8 A.M.	77° 75°	30	SE by S
Mid'nt	77° 76°	30	SE
4 P.M.	76 76	30	SE
8 P.M.	76° 74°	30	SSE
Mid'nt	76° [illegible]	30	SE by S
4 A.M.	74° 75°	30	SSE
8 A.M.	73° 75	30	SE
Mid'nt	76° 76°	30	SE by S
4 P.M.	76° 76°	30	SSE
8 P.M.	74° 75°	30	SE by S
Mid'nt	74° 75	30	SE by S
4 A.M.	74° 75°	30	SE by S
8 A.M.	76° 75°	30	SSE.
Mid'nt	77° 76	30	East,

[illegible] March 1[illegible]

Commences with fair breezes and clear weather for a temporary squall after fine pleasant weather. At 6 Sail [illegible] and [illegible] Ends fine.

Lat by obs 1° 24 South
Long [illegible]

[illegible] March 1[illegible]

Commences with strong breezes from the SE and fine middle part frequent squalls of rain - latter fine clear weather Ends fine -

Lat by obs 13° 45 South
Long by Chron [illegible]

Monday March 17th

Commences with moderate breezes from the SE and fine clear weather - Ship under all Sail Ging off 7 on middle part wind and weather much the same - latter weather the same Ends fine

Lat by obs 15° 35 South
Long by Chron 3° 40 West

	Temperature				
	A M	78°	Bar	30	Winds SE
	A M	77°	75°	30	SE
	A M	75°	75°	30 7/100	SSE
	A M	74°	75°	30 7/100	SE
	A M	75°	76°	30 7/100	SSE
	A M	75°	76°	30 5/100	SSE
	A M	78°	76°	30 5/100	SSE
	A M	75°	75°	30	SE
	A M	75°	75°	30	SE
	A M	74°	74°	30	SSE
	A M	74°	75°	30	SSE
	A M	76°	76°	30	SSE
	A M	76°	76°	30	SE
	A M	[illegible]	75	30	SE
	A M	75°	75°	30	SE
	A M	74°	75°	30	SE
	A M	73°	73°	30	SE
	A M	74°	74°	30	SE
	A M	73°	74°	30	SE

Remarks Tuesday March 18th 1866

Commences with light trades and clear sky under all sail bearing off & on - Middle and latter parts wind & weather - Wind the same. Ends with fine pleasant weather

80 obs

Wednesday March 19th 1866

Commences with and until 11 P.M. fresh trades from the S.E. and fine clear weather - From 1 to 4 A.M. passing temporary showers with but little wind - From 6 A.M. to 8 Meridian fresh trades from and clear sky under top sails fills & courses steering by the wind to the S.S.W. the Lord and several sails in sight but no Whales. Ends fine with a heavy swell from the S.E.

80 obs

Thursday March 20th 1866

Commences with fresh trades from the S.E. and clear, all sail steering to the E.N.E. Middle and latter parts wind and weather unsettled with frequent squalls of rain blowing hard in squalls. Ends squally - the Lord & 2 sails in sight

80 obs

Temperatures			
	A 78	Barom	78 Deds
11 P.M.	75°	74°	30 SE.
	A W	Barom	Strong
[illegible]	75°	75°	30 1/100 SE
	A W	Barom	Strong
Midnight	75°	75°	30 1/100 SE
	A W	Barom	Strong
11 A.M.	76°	75°	30 1/100 SE
	A W	Barom	Strong
8 A.M.	76°	75°	30 1/100 SE by S
	A W	Barom	Strong
Noon	74	75°	30 1/100 SE.
	A W	Barom	Strong
11	74°	75°	30 1/100 SE
	A W	Barom	Strong
8	74°	75°	30 1/100 SE by S
	A W	Barom	Strong
Midnight	75°	75°	30 1/100 SE
	A W	Barom	Strong
11 P.M.	74°	75°	30 1/100 SE.
	A W	Barom	Strong
8 A.M.	74°	74°	30 1/100 SE.
	A W	Barom	Strong
Noon	75°	75°	30 1/100 SE.
	A W	Barom	Strong
11 P.M.	74°	74°	30 1/100 SE
	A W	Barom	Strong
8 A.M.	75°	74°	30 1/100 SE
	A W	Barom	Strong
Midnight	73°	74°	30 1/100 SSE.
	A W	Barom	Strong
4 A.M.	73°	74°	30 1/100 SSE
	A W	Barom	Strong
8 A.M.	75°	74°	30 1/100 ESE
	A W	Barom	Strong
Noon	73°	74°	30 1/100 E.

Friday March 21st 1856

Commences with and while S W Trades from SE accompanied with frequent temporary showers. Ship under all Sail by the wind to the SS 78° [illegible] at Noon [illegible] and equally. Ship under Topsails Jibs & Courses [illegible] from the night to meridian with W Trades [illegible] with a heavy swell from SE.

Lat by obs 17° 14' South
Long by Chron 5° 57' West

Saturday March 22nd 1856

Commences with strong breeze from the S E accompanied with frequent squalls. Ship under Top Sails Jibs & Courses by the wind to the S.E. one sail very strong to the N.W. Middle & latter part [illegible] and weather the same [illegible] by the wind to the S S W. Nothing Strong [illegible] with strong trades.

Lat [illegible]
Long [illegible]

Sunday March 23rd 1856

Commences with strong trades from S.E. to S.E. and variable. Ship under Top Sails Jibs & Courses steering [illegible] to the S S W. Nothing Sets. Middle part strong trades from the S.E. to W. the same with dark clouds & [illegible]. Ship under Double [illegible] & Courses steering [illegible] to the wind [illegible] Sails [illegible] heavy seas.

Lat by obs [illegible] S.E. [illegible]
Long by Chron [illegible] West

Barometrical and Winds

[illegible]

[illegible] 740 30 0/100 S.E. by E.

A. M. Barn Strong

75° 75° 30 0/100 S.E.

A. M. Barn Strong

73° 74° 30 0/100 E.S.E.

A. M. Barn Strong

[illegible]

[illegible]

A. M. Barn Strong

74° 74° 30 0/100 S.E.

A. M. Barn Strong

73° 75° 30 0/100 S.E.

A. M. Barn Strong

[illegible]

[illegible]

A. M. Barn Strong

72° 74° [illegible]

A. M. Barn Strong

73° 74° [illegible]

A. M. Barn Strong

73° 74° 30 0/100 E.S.E.

A. M. Barn Strong

73° 74° 30 0/100 E.S.E.

A. M. Barn Strong

[illegible]

A. M. Barn Strong

[illegible]

A. M. Barn Strong

[illegible]

A. M. Barn Strong

[illegible]

[illegible] with a very [illegible] Heavy [illegible] S.E. Gross S.E. to Midnight Moderate [illegible] from Midnight to 8 A.M. Strong [illegible] Squally Ship under Double reefs fore & aft Sheering to the S.E. & E. Ends with Cloudy weather and a heavy [illegible]

Lat by obs. 21° 21 [illegible]
No Long

Sunday March 25th 1836

Commences with Strong Trades from the S.E. with dark cloudy weather. Ship under Single reefed Topsails fore & aft Sheering to the wind to the S.E. & N. Notices — Lice — A heavy Sea from the S.E. Indeed most part of the weather the same — Latter Strong Trades veering from E.S.E. to S.E. Ends cloudy —

Lat by obs 22° 28' South
Long by Chron 7° 17' East

Monday March 26th 1836

Commences with Strong Trades veering from E.S.E. to S.E. with cloudy squally weather Ship under Topsails fore & aft Sheering to the Southward — Nothing Seen — Moderate and latter part Strong Trades and squally Ship under Single reefed Topsails fore & aft Sheering by the wind to the S.E. & N. Nothing Seen — Temperature as per Column — Ends squally —

Lat by obs 24° 07 South
Long by Chron 7° 40 East

	[illegible]	[illegible]	[illegible]
[illegible]	A. M. Bar Strong [illegible]	[illegible]	Commences with strong breezes fair [illegible] and cloudy ship under all sail [illegible]
8 P.M.	A. M. Bar Strong 72° 73° 30 17/100 C.S.B.		Fill & course steering in the mind to the S.S.E. – Weather in Light at 8 P.M. Cable reefed the topsails blowing fast in squalls – Gray appearance of Leading the Shades – Middle part [illegible] Latter [illegible] and cloudy ship under reefed fill & Courses by the wind to [illegible] steering [illegible]
Midn't	A. M. Bar Strong 72° 73° 30 17/100 S.B.C.		
4 A.M.	A. M. Bar Strong 72° 74° 30 17/100 S.B.C.		
	[illegible]		[illegible] South
	[illegible]		Comfy [illegible]
	A. M. Bar Strong		
Mid't	74° 73° 30 17/100 S.E.		
4 A.M.	A. M. Bar Moderate 73° 73° 30 14/100 S.E.		[illegible]
	A. M. Bar [illegible] [illegible]		[illegible]
	A. M. Bar Moderate [illegible]		[illegible] – Northerly [illegible] parts moderate [illegible] accompanied [illegible]
	A. M. Bar Light [illegible]		[illegible] to the S.E. & E. [illegible]
	[illegible]		[illegible]
	[illegible]		[illegible] South
	A. M. Bar Light 74° 74° 30 17/100 S.E.		[illegible]
	A. M. Bar Light [illegible]		[illegible]
8 P.M.	A. M. Bar Light 72° 74° 30 17/100 S.E.C.		The C.S.E. accompanied with frequent squalls of rain – Ship under all sail steering by the wind to the S.E. [illegible] which drew thicker the [illegible] South – Northerly in Light [illegible] Light wind from the E.N.E. [illegible] squalls rather hard [illegible] heavier – All sail steering [illegible] to the S.E. & E. – Northerly [illegible]
	A. M. Bar Light 73° 74° 30 14/100 C.S.		
	A. M. Bar Light 72° 73° 30 17/100 C.S.		
	[illegible]		[illegible]
	A. M. Bar Light 73° 74° 30 17/100 C.S.		

[illegible] Bar Light

[illegible] Bar Light

[illegible] Bar [illegible]

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

[illegible] Bar Moderate

together the barometer — Lather light airs from the Eastward and fine — Ship rolling [illegible] Lather winds to the [illegible] [illegible] an [illegible] — weather fine

Lat by obs 28°40' South
[illegible] Chron 6°31' [illegible]

[illegible] Lather

[illegible] by the wind to the S E by S — Nothing seen — Temperature as per Calendar Middle part Calm Lather a light breeze from the [illegible] and cloudy — [illegible] Sailing Steering by S by E [illegible] Employed [illegible] at Ship [illegible] Nothing seen — Weather cloudy

[illegible]

[illegible] and gentle [illegible] wind from the W S W and fine clear weather — Ship rolling [illegible] Steering [illegible] Nothing [illegible] employed [illegible] during Middle & Lather parts Moderate breezes from S S E and cloudy Also Sailing [illegible] the wind to the East ward Nothing seen Light Winds fine with a heavy swell from the S W

So obs

Temperatures &c.

4 P.M.	At 78 Bar Moderate 71° 73°	30 17/100 SSE Lgt
8 P.M.	At 78 Bar Fresh 68° 72°	30 17/100 SSE
Mid.	At 78 Bar Fresh 68° 72°	30 17/100 SSE Lgt
4 A.M.	At 78 Bar Fresh 68° 70°	30 10/100 SSE
8 A.M.	At 78 Bar Moderate 68° 71°	30 17/100 SSE
Meridian	At 78 Bar Moderate 70° 71°	30 17/100 SSE

Friday 1st April 1886

Commences with Moderate breezes from SSE and cloudy Ship under all sail steering by the wind to the East Employed at Ships duty. Noting Lees. Middle & latter part wind the same with Moderate breezes from SSE and cloudy the Ship steering by the wind to the East Ends cloudy. Northern Lees

Lat by obs 27°34' South
Long by Chron 31°57' West

4 P.M.	At 78 Bar Moderate 70° 71°	30 17/100 SSE
8 P.M.	At 78 Bar Light 69° 70°	30 17/100 SSE Lgt
Mid.	At 78 Bar Light 68° 70°	30 17/100 SE
4 A.M.	At 78 Bar Light 69° 70°	30 17/100 SSE
8 A.M.	At 78 Bar Light 72° 71°	30 17/100 SSE
Meridian	At 78 Bar Light 72° 71°	30 17/100 SE

Thursday April 2nd 1886

Commences with and until 8 P.M. Moderate breezes from the SE and cloudy Ship under all sail steering by the wind to the E by S & S compass Temperatures as per Column. Employed at Ships duty. Noting Lees. Hazy 8 P.M. to Midnight wind from SE by S. From Midnight to 4 A.M. wind from S & cloudy from 8 A.M. to Meridian wind from E SE and clear. At 9 A.M. Packed Ship to the SE Employed at Ships duty. Noting Lees. Ends fine

Lat by obs 26°33' South
Long by Chron 32°25' West

4 P.M.	At 78 Bar Light 72° 71°	30 17/100 SSE
8 P.M.	At 78 Bar Light 69° 71°	30 17/100 S
Mid.	At 78 Bar Light 70° 71°	30 17/100 S
4 A.M.	At 78 Bar Light 70° 71°	30 17/100 SSE
8 A.M.	At 78 Bar Light 70° 71°	30 17/100 S
Meridian	At 78 Bar Light 72° 71°	30 17/100 SSE

Friday April 4th 1886

Commences with Light airs from the SSE and fine Ship under all sail steering by the wind to the East Employed at Ships duty. Noting Lees. Middle & latter Sparks light & winds from the SSE and cloudy Ship under all sail steering by the wind to the E SE by Compass. Employed. Noting Lees. Fore & main riggin. Noting Lees Ends cloudy.

Lat by obs 26°00' South
Long by Chron 1°52' West

[illegible] Bar Light
[illegible] 70° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 67° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 71° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 72° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 69° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 67° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 72° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 70° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 66° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 66° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 70° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 70° 30 7/100 SSE

[illegible] Bar Light
[illegible] 70° 69° 30 7/100 SSE

Monday April 5th 1856

Commences with light winds from the S.E. and cloudy. Ship under all Sail Steering by the wind to the E.S.E. by Compass. Employed at Ships duty. Nothing in Sight. Middle & latter parts wind & Weather. Breeze the same. Nothing seen. Crews fine.

Lat by obs 25°56 South.

Sunday April 6th 1856

Commences with light airs from the S.S.E. and fine. Ship under all Sail Steering to the East by the wind. Nothing seen. Employed at Ships duty. Middle part wind from S.E. & S.S.E. and cloudy. Latter part same. All Sail. Lie the wind to the S.S.W. Crews clean & gay.

Lat by obs 25°43' South
Long by Chron 00 07' West.

Tuesday April 7th 1856

Commences with light winds from E. by S. and cloudy. Ship under all Sail Steering by the wind to the S.S.W. Nothing seen. Middle and latter parts light Easterly winds and cloudy. Ship under all Sail Steering [illegible] wind to the South West. Nothing in sight. Crews cloudy.

Lat by obs 27°11' South
Long by Chron 00°03' East.

	Temperatures A	W	Bar	Winds Light
4 P.M.	71°	71°	30 7/100	E Lgt.
	[illegible]	[illegible]	[illegible]	[illegible]
	A	W	Bar	Light
[illegible]	70°	70	30 3/100	[illegible]
	A	W	Bar	
[illegible]	70°	72°	30 1/100	
	A	W	Bar	Light
8 A.M.	[illegible]	[illegible]	30 1/100	S.E.
	A	W	Bar	Light
[illegible]	72°	72°	30 1/100	[illegible]
	A	W	Bar	Light
4 P.M.	71°	71°	30 1/100	[illegible]
				Light
	A	W	Bar	
[illegible]	69°	70°	30 1/100	S.S.E.
	A	W	Bar	Light
Midnight	68°	70°	30 1/100	S.S.E.
	A	W	Bar	Light
4 A.M.	67°	71°	30 1/100	S.S.E.
	A	W	Bar	Light
[illegible]	69°	71°	30 1/100	S.S.E.
	A	W	Bar	Light
Noon	72°	71°	30 1/100	S.S.E.
	A	W	Bar	Light
4 P.M.	70°	71°	30 1/100	S.S.E.
	A	W	Bar	Light
8 P.M.	69°	71°	30 1/100	S.S.E.
	A	W	Bar	Light
Midnight	69°	70°	30 1/100	S.S.E.
	A	W	Bar	Light
4 A.M.	68°	68°	30 1/100	S.S.E.
	A	W	Bar	Light
8 A.M.	71°	70°	30 1/100	S.S.E.
	A	W	Bar	Light
Noon	72°	71°	30 1/100	S.S.E.

Remarks Tuesday April 6th 1886

Commences with light airs from the East ward and cloudy – Ship under sail Steering by the wind to the Southward. Middle part calm – Latter moderate breeze from the S.E. and Steering by the wind to the N.E. Nothing in Sight – Employed rattling down the rigging – Ends fine

Lat by obs 27° 15' South
Long by Chron 00° 18' East

Wednesday April 7th 1886

Commences with light winds from the S.E. and cloudy Ship under sail Steering by the wind to the S.W. Middle part Squally – Latter the same Steering West – Ends cloudy – Nothing Seen

Lat by obs 27° 11' South.
Long by Chron 1° 26' East.

Thursday April 8th 1886

Commences with light winds from the S.S.E. and squally – all sail Steering East by Compass. – Employed at Ship's duty – Nothing Seen – Temperatures as per Column. At 8 P.M. wind continued from the S.E. with frequent squalls of rain – Middle & Latter part light winds and clear weather – All sail Steering E by S. – Employed at Ship's duty – Nothing in Sight – Ends fine

Lat by obs 26° 04' South
Long by Chron 3° 08' East

Temperatures & Winds				
				Remarks Friday April 11th 1836
	A M	Barr	Light	
	72°	71°	30 1/100	SSE
	A M	Barr	Light	Commences with light winds from the SSE accompanied with beautiful clear weather - Ship under all sail Steering by the wind to the E by S - Employed at ships duty - Nothing
	6	71°	30 1/100	E by S
	A M	Barr	Light	
	6	70°	30 1/100	SE by S
	A M	Barr	Light	Lat & Temperatures as per Column. Middle & latter parts light winds from SSE by S and cloudy - All Sail Steering by the wind to the E by S
	6	70°	30 1/100	SE by S
	A M	Barr	Light	at daylight S Sails in sight ale Steering to the S W. No Whales - Ends fine
	71°	71°	30 1/100	SE by S
	A M	Barr	Light	
	72°	71°	30 1/100	SE
	A M	Barr	Light	Lat by obs 25° 39 South
	72°	71°	30 1/100	SE by S	Long by Chron 4° 21 East
	A M	Barr	Light	
	70°	70°	30 1/100	SE	Saturday April 12th 1836
	A M	Barr	Light	Commences with light airs from the SE by S. and cloudy - All Sail Steering by the wind to the E by S - Nothing in sight Employed at Ships duty - Temperatures as per Column
	70°	70°	30 1/100	SE	middle & latter parts wind & weather the same
	A M	Barr	Light	
	70°	70	30 1/100	SSE	Lat by obs 25° 12 South
	A M	Barr	Light	Long by Chron 5° 45° East
	71°	71°	30 1/100	SSE
	A M	Barr	Light	
	72°	71°	30 1/100	SSE
	A M	Barr	Light	
	70°	72°	30 1/100	SE	Sunday April 13th 1836
	A M	Barr	Light	
	6	70°	30 1/100	SE	Commences with light winds from SE and fine Ship under all Sail Steering by the wind to the E by S Nothing in sight - Employed at Ships duty - middle part wind & weather the same - latter part calm - Nothing seen, Ends calm
	A M	Barr	Light	
	6	8°	30 1/100	SE
	A M	Barr	Light	
	68°	70°	30 1/100	SE
	A M	Barr		
	71°	70°	30 1/100	Calm	Lat by obs 24° 42' South
	A M	Barr			Long by Chron 6° 39' East
	74°	71°	30 1/100	Calm	

Sunday [illegible] 1836

	A. W. Bar Light	
4 P.M.	73° 72° 30 ½ 100 S.E.	Commences with light airs from E. to S.E. and fine, ship under all sail [illegible]
	A. W. Bar Light	
	70° 70° 30 ½ 100 S.E.	S.E. and [illegible]
	A. W. Bar Light	
Meridian	73° 70° 30 ½ 100 S.E.	[illegible]
	A. W. Bar Light	
4 P.M.	71° 70° 30 ½ 100 S	Monday April 18th Commences with light [illegible] a School of Sperm Whales [illegible] upon going up with them [illegible]
	A. W. Bar Light	
4 P.M.	71° 71° 30 ½ 100 S.E.	them with the Boats chased on [illegible] and returned to the Ship. [illegible]
8 P.M.	71° 71° 30 ½ 100 S.E.	[illegible]
	A. W. Bar Light	
Meridian	72° 72° 30 ½ 100 S.E.	[illegible]
4 P.M.	71° 71° 30 ½ 100 S.E.	Tuesday Commences with [illegible]
	A. W. Bar Light	
8 P.M.	70° 72° 30 ½ 100 S.E.	[illegible]
	A. W. Bar Light	
[illegible]	[illegible]	[illegible]
	A. W. Bar Light	
4 P.M.	[illegible]	[illegible]
	A. W. Bar Light	
[illegible]	71° 71° 30 ½ 100 S.E.	[illegible]
	A. W. Bar Light	
Meridian	72 71° 30 ½ 100 S.E.	Lat. by obs. 33° 00 South [illegible]

[illegible] winds Bar Light
[illegible]

A M Bar Light
[illegible] 30 [illegible] S B

A M Bar Light
[illegible] 69° 71° 30 [illegible] S B

A M Bar Light
[illegible] 70° 70° 30 [illegible] S B

A M Bar Light
[illegible] 70° 70° 30 [illegible] S B

A M Bar Light
[illegible] 70° 70° 30 [illegible] S B

A M Bar Light
[illegible] 70° 70° 30 [illegible] S B

A M Bar Light
[illegible] 73° 70° 30 [illegible] South

A M Bar Light
[illegible] 69° 70° 30 [illegible] South

A M Bar Light
[illegible] 70° 69° 30 S

A M Bar Light
[illegible] 69° 68° 30 S

A M Bar Light
[illegible] 71° 72° 30 S S E

A M Bar Light
[illegible] 71° 72° 30 S S E

A M Bar Fresh
[illegible] 70° 70° 30 S by E

A M Bar Fresh
[illegible] 69° 68° 30 S by E

A M Bar Fresh
[illegible] 68° 67° 30 S E by S

A M Bar Fresh
[illegible] 70° 70° 30 S S E

A M Bar Fresh
[illegible] 70° 70° 30 S E by S

Thursday April 18th 1836

[illegible] differences at noon 7 P.M. Spoke to the Parsons of Greenhorn Middle and Latter part light winds from E. to S.E. and fine Ship under all Sail Steering to the wind on different tacks 4 Sails in Light but no Stales. Ends fine

Lat by obs 23° 21' South
Long by Chron 1° 111' East

Friday April 19th 1836

Commenced with light airs from the South accompanied with moderate clear weather Ship under all Sail Steering to the S.E. 3 Sails in Light but no Stale. A Sunset Lost Sight of Sail for the Night and did not occur in Watches. Middle & latter part wind and weather the Same. All Sail on different tacks 5 Sails in Light but no Stales. Ends fine

Lat by obs 23° 21' South
Long by Chron 1° 52' East

Saturday April 19th 1836

Commences with light winds from the South and fine. Ship under all Sail by the wind on different tacks. 5 Sails in Light. Middle & Latter parts fresh breezes and cloudy. Ship under [illegible] Sails fill & Causes on different tacks – One Sail in Light. Ends cloudy

Lat by obs 23° 23' South
Long by Chron 1° 10' 15" East

	A. M. Bar	Fresh	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
10 A. M.	69° 70° 30	S	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
	A. M. Bar	Fresh	[illegible]
[illegible]	68° 69° 30	S	[illegible]
	A. M. Bar	Fresh	[illegible]
8 A. M.	69° 70° 30	S	[illegible]
	A. M. Bar	Fresh	
Mere'dian	69° 70° 30	S	
	A. M. Bar	Fresh	
4 P. M.	69° 70° 30	S	
	A. M. Bar	Fresh	
8 P. M.	70° 69° 30	S	
	[illegible]	Fresh	
Mere'dian	68° 69° 30 9/100	S	
	A. M. Bar	[illegible]	
4 A. M.	[illegible]	[illegible]	
	A. M. Bar	Fresh	
8 A. M.	71° 71° 30 9/100	S	
	A. M. Bar	Moderate	
Mere'dian	72° 71° 30 9/100	S	
	A. M. Bar	Light	
4 P. M.	73° 71° 30 9/100	S	
	A. M. Bar	Calm	
8 P. M.	68° 70° 30		
	A. M. Bar	Light	
Mere'dian	69° 70° 30	S. W.	
	A. M. Bar	Light	
[illegible]	[illegible]	[illegible]	
	A. M. Bar	Light	
8 A. M.	[illegible]	[illegible]	
	A. M. Bar	Light	
Mere'dian	[illegible]	[illegible]	

[illegible] Tuesday April [illegible] 1856

[illegible] with [illegible] from the S.W. & accompanied with thunder and lightning. Ships under topsails blb & [illegible] Directly by the mind to the Eastward. At [illegible] broke the back sail & [illegible] with it & blew down [illegible]. At 6 P. M. shortened sail for the night, in order to be [illegible] the wind. [illegible] the rain drove by the South accompanied rain & thunder & lightning. Ends with black rain, [illegible]

No obs

Wednesday April [illegible] 1856

Commences with strong breezes in South with dark rainy weather. Frequent squalls in which we have heavy thunder and rain & lightning. Broke back Mainmast of greenfish [illegible] middle [illegible] Latter [illegible] accompanied with [illegible] & lightning. Ship under [illegible] with [illegible] & [illegible] in company [illegible]

At [illegible] 29° 27' [illegible]
Longitude [illegible]

Thursday [illegible] 1856

[illegible] commences with and [illegible] light breezes from [illegible] and [illegible] Clear weather. Ship under [illegible] Latter [illegible] Light airs from the [illegible] & fine. At [illegible] Steering N.E. by E. & S.E. in [illegible] Steering by the N.E. Ends fine

Lat. in obs 27° 17' South

					Wednesday April 22nd 1846
					Commences with light airs from the S.S.E. and fine. Ship under all sail steering W.N.W. at 9 P.M. Saw a brig supposed to be a vessel. At half past 10 saw it again judged time to be approaching about 2 P.M. A Double reefed the topsail and took in the main sail steering S.S.W. in hopes to see the chase. They were seen to open a gun, crack, middle part, bend from the S.E. by the wind to the S.E. A Fresh moderate breeze from South and fine. Ship under all sail steering S.S.E. by compass. Nothing seen. Ends fine
					Lat by obs 21°36' South
					Long by Chron 9°27' East
					Thursday April 23rd 1846
					Commences with moderate breeze from S.S.E. fine. Ship under all sail steering S.S.E. At 5 P.M. Shortened sail for the night under double reefed main topsail & fore sail by the wind to the S.S.E. Middle part. Wind and weather the same. After fresh breeze from the South and cloudy. Ship under double reefs by the wind to the S.W. Ends clear
					Lat by obs 21°14' South
					Long by Chron 8°30' East
					Friday April 24th 1846
					Commences with fresh breeze from S.S.E. and cloudy. Ship under double reefs by the wind to the S.S.E. Steering in sight. Ends rough & squally. Middle part. Strong breezes from the S.S.E. After the same. Ship in sight. Ends cloudy
					Lat by obs 22°09' South
					Long by Chron 7°46' East

	Temperature	Winds	Barom.
		At 8 P.M. Barom. Fresh	
12 P.M.	72°	70°	30 7/100 S.E.
		At 8 P.M. Barom. Fresh	
4 P.M.	72°	70°	30 7/100 S.E.
		At 8 P.M. Barom. Fresh	
Mid.	70°	70°	30 7/100 S.E.
		At 8 P.M. Barom. Fresh	
4 A.M.	69°	68°	30 7/100 S.E.
		At 8 P.M. Barom. Fresh	
8 A.M.	71°	69°	30 7/100 S.S.E.
		At 8 P.M. Barom. Moderate	
Noon	72°	71°	30 7/100 S.S.E.
		At 8 P.M. Barom. Moderate	
4 P.M.	71°	71°	30 7/100 S.S.E.
		At 8 P.M. Barom. Moderate	
8 P.M.	70°	69°	30 7/100 S.E.
		At 8 P.M. Barom. Light	
Mid.	70°	68°	30 7/100 S.E.
		At 8 P.M. Barom. Light	
4 A.M.	69°	70°	30 7/100 S.E.
		At 8 P.M. Barom. Light	
8 A.M.	71°	70°	30 7/100 S.E.
		At 8 P.M. Barom. Light	
Noon	72°	71°	30 7/100 S.E.
		At 8 P.M. Barom. Light	
4 P.M.	73°	71°	30 7/100 S.
		At 8 P.M. Barom. Light	
8 P.M.	70°	69°	30 7/100 S.
		At 8 P.M. Barom. Light	
Mid.	71°	70°	30 3/100 S.
		At 8 P.M. Barom. Light	
4 A.M.	71°	70°	30 3/100 S.
		At 8 P.M. Barom. Light	
8 A.M.	71°	71°	30 3/100 S.
		At 8 P.M. Barom. Light	
Noon	72°	71°	30 7/100 S.

Memorandum Saturday April 26th 1826

Commences with fresh breezes from the S.E. and cloudy. At noon heavy squall from the S.W. Middle & latter part strong breezes and cloudy. Nothing to be employed at Ships duty. Ends cloudy

Lat by Obs 21° 20' South
Easy Alg Chron 7°40' East

Sunday April 27th 1826

Commences with moderate Trades from the S.E. and cloudy. Ship under easy Sail Steering S.S.E. by Compass. At 6 P.M. Shortened Sail for the night & left by the wind head to the W.S.W. Middle & latter ends with and weather the same. At 6 A.M. Steered S.E. by E. under all Sail. Nothing Seen. Ends fine

Lat by Obs 20° 21' South
Easy Alg Chron 7°41' East

Monday April 28th 1826

Commences with light winds from South and cloudy. At 6 Sail Steering the S.E. by E. by Compass. At 6 P.M. Shortened Sail for the night. Nothing Seen. Middle part winds and weather the same. Latter light winds from South and cloudy. At 8 Steering to the S.S.E. Ends cloudy with

No obs

Thursday April 27th 1836

Commences with light winds from the South and cloudy. All Sail set. Light winds from the South and cloudy. All Sail set the B.B.S.B.S. Comp. Cloudy. [illegible] light

Lat by obs 18°49' South
Long by Chron 6°12' East

Friday April 28th 1836

Commences with light winds from the South cloudy. All Sail starboard B.B.S.B.S. Comp. Employed [illegible] Ships Bty. [illegible] Sail by the wind to the B.B.S.B. Latter light winds from South and cloudy All Sail starboard B.B.S.B.S. Nothing Lucr. Crosses cloudy

Lat by obs 18°57' South
Long by Chron 4°41' East

Saturday April 1st 1836

Commences with light winds from the South and cloudy. All Sail set B.B.S.B.S. N. At 6 P.M. Shortened Sail for the night. Middle part moderate breezes from the South Latter part same with clear weather. All Sail set B.B.S.B.S. Nothing Lucr. Crosses fine

Lat by obs 18°49' South
Long by Chron 3°07' East

Comp. [illegible] Bar Light
At 71° 70° 30 3/100 S

At 18 Bar Light
At 71° 71° 30 2/100 S

At 18 Bar Light
At 70° 70° 30 3/100 S

At 18 Bar Light
At 71° 71° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Light
At 69° 70° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Light
At 73° 71° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Light
At 72° 71° 30 3/100 S

At 18 Bar Moderate
At 73° 71° 30 3/100 S

At 18 Bar Moderate
At 72° 70° 30 3/100 S

At 18 Bar Moderate
At 73° 74° 30 3/100 S

At 18 Bar Moderate
At 73° 73° 30 3/100 S

Temperature and Winds
At 7 P.M. Bar Moderate

[illegible] 12 75° 74° 30 5/100 SSE

At 7 P.M. Bar Moderate
8 [illegible] 11 75° 74° 30 0/100 SSE.

At 7 P.M. Bar Fresh
[illegible] 71° 73° 30 3/100 SSE

At 7 P.M. Bar Fresh
4 A [illegible] 11 71° 72° 30 0/100 SSE GS

At 7 P.M. Bar Fresh
8 A [illegible] 12 [illegible] 30 [illegible] SSE GS

At 7 P.M. Bar Fresh
[illegible] 75° 73° 30 4/100 SE

At 7 P.M. Bar Fresh
4 P.M. [illegible] 74° 74° 30 4/100 SE.

At 7 P.M. Bar Fresh
[illegible] 72° 73° 30 4/100

At 7 P.M. Bar Fresh
[illegible] 72° 7[illegible] [illegible] 00 SE.

At 7 P.M. Bar [illegible]
[illegible]

At 7 P.M. Bar Fresh
[illegible]

At 7 P.M. Bar Fresh
[illegible]

At 7 P.M. Bar Fresh
[illegible] 73° 74° 30 4/100 SE

At 7 P.M. [illegible]
[illegible] 73° 30 4/100 SE

At 7 P.M. Bar Moderate
[illegible] 12 72° 73° 30 4/100 SE.

At 7 P.M. Bar Moderate
[illegible] 71° 73° 31 0/100 SE.

At 7 P.M. [illegible]
[illegible] 73° 72° 30 [illegible]/100 SE

At 7 P.M. Bar Moderate
[illegible] 74° 73° 30 [illegible]/100 SE

Newark Friday May 3rd 1850

Commences with Moderate breezes from the SSE and fine Ship under all Sail by the 1st Watch Lat Middle part under Sail by the main By the 2d Watch all Sail Steering N by E by Compass Starboard Seam and Clear in Fresh Trades

Lat by obs 19° 38' Sou
Long by Chron 26° 08' Wes

Thursday May 3rd 1850

Commences with Fresh Trades from S E and Cloudy All Sail on the Ship At 5 P.M. Shortened Sail to a double reefed Main Topsail & Fore Sail, Starboard Watch by Compass. Middle part [illegible] breezes and clear weather. Latter part [illegible] shine All Sail [illegible] compass plenty of [illegible] but nothing that [illegible] a spout Whale. Ends with Strong Trades and hazy weather.

Lat [illegible] 11 [illegible]
Long by Chron 11° 14' [illegible]

Sunday June 4th 1850

Commences with Fine Trades from S E accompanied with hazy weather. Ship under Double reefed Topsails [illegible] Starboard Watch [illegible] Middle part under double reefed Main Topsail & Fore Sail heading on the line [illegible] latter moderate breezes from S E on the line. Ship under Topsails to the end [illegible] Ship [illegible] Ends fine

Lat [illegible]
Long by Chron [illegible]

[illegible] Clear Moderate
[illegible] [illegible]

[illegible] Clear Moderate
72° 73° 30 40/100 S.E. by E.

[illegible]
72° 73° 30 40/100 S.E. [illegible]

[illegible]

[illegible] 73° 30 [illegible]

[illegible] Light
[illegible] 73° 73° 30 [illegible] E.S.E.

[illegible] 73° 30 [illegible]

[illegible] 73° 30 [illegible]

[illegible]

[illegible] [illegible] [illegible] [illegible]

[illegible] and [illegible] under [illegible] sail steering [illegible] the N.W. middle & latter parts [illegible] and [illegible] the same steering [illegible] [illegible] ends fine

Lat [illegible] 17° 35' [illegible]
Long [illegible] 8° 10' [illegible]

Tuesday [illegible] 1850.
Commences with [illegible] and [illegible] and fine. All sail steering [illegible] middle part [illegible] and cloudy [illegible] under [illegible] [illegible] [illegible] latter part [illegible] wind [illegible] all sail steering [illegible] ends fine

Lat [illegible] 1151 [illegible]

Wednesday [illegible] 1850.
Commences with light [illegible] cloudy. All sail steering [illegible] [illegible] middle [illegible] and [illegible] nothing [illegible] in sight ends fine

Lat [illegible]
Long [illegible]

		A 8h Bar [illegible]	
[illegible]		73° 73° [illegible]	[illegible]
		A 8h Bar Light	
[illegible] 8 P.M.		73° 74° 30 [illegible]/100	SE.
		A 8h Bar Light	
[illegible]		71° 74° 30 [illegible]/100	SE
		A 8h Bar Light	
[illegible]		[illegible]	SE
		[illegible]	
8 A.M.		73° 74° 30 [illegible]/100	SE
		[illegible]	
[illegible]		[illegible]	SE.
		A 8h Bar Light	
4 P.M.		74° 74° 30 [illegible]/100	SE.
		A 8h Bar Light	
8 P.M.		72° 72° 30 [illegible]/100	SE.
		A 8h Bar Light	
[illegible]		[illegible]	[illegible]
		A 8h Bar Light	
4 A.M.		71° 72° 30 [illegible]/100	SE by E.
		A 8h Bar Light	
8 A.M.		73° 74° 30 [illegible]/100	SE by E.
		A 8h Bar Light	
Mar. [illegible]		74° 74° 30 [illegible]/100	SE by E.
		A 8h Bar Light	
[illegible] P.M.		73° 74° 30 [illegible]/100	SE.
		A [illegible]	
[illegible] P.M.		72° 73° 30 [illegible]/100	SE.
		A 8h Bar Light	
[illegible]		72° 71° 30 [illegible]/100	SE
		A 8h Bar Light	
4 A.M.		72° 73° 30 [illegible]/100	SE.
		A 8h Bar Light	
4 A.M.		[illegible] 73° 30 [illegible]	SE.
		A 8h Bar Light	
Mar. [illegible]		[illegible]	SE.

Tuesday [illegible]

[illegible] Trades [illegible] SE and fine. Ship under all sail on different tacks. Middle & latter parts, moderate breezes from [illegible] and fine. Ship under all sail [illegible] on different tacks. [illegible]

Saturday Mar. [illegible]

Commences with light Trades [illegible] All sail by the wind to the E.S.E. in company with Ship Catharine of [illegible] London. Middle & latter parts [illegible] Trades and fine, all sail on different tacks. Nothing but Ships [illegible] Ends fine

[illegible] Monday [illegible]

[illegible] 12° 72° 30° [illegible] S.E.

[illegible] light middle from the [illegible] and fine [illegible] all sail by the wind [illegible] the [illegible] lights [illegible] light [illegible] middle [illegible] latter [illegible] and fine [illegible] middle [illegible] sails [illegible] and [illegible] on different tacks nothing seen but ships. Winds fine

[illegible] 12° 72° 30°/00 S.E.b.S

Lat by obs 17°26' South
Long by Chron 4° 15' 18 East

A 18 Bar Light
[illegible] 73° 74° 30°/00 S.b.E

A 18 Bar Light
[illegible] 74° 30°/00 S.b.E.

A 18 Bar Light
[illegible] 74° 30°/00 S.b.E.

A 18 Bar Light
[illegible] 73° 74° 30°/00 S.

A 18 Bar Light
[illegible] 73° 73° 30°/00 S.

A 18 Bar Light
[illegible] 72° 73° 30°/00 S.b.E.

A 18 Bar Light
[illegible] 74° 74° 30°/00 S.E.

A 18 Bar Light
[illegible] 74° 74° 30°/00 S.E.

Monday May 12th 1836

Commences with fresh trades from the SE and fine. Sails under topsails fill & causes all the mind for the last week. Nothing in sight middle & latter part fine and weather the same. Nothing seen but ships. Winds fine

Lat by obs 17°42' South
Long by Chron 4°11' 18 East

A 18 Bar Light
[illegible] 72° 73° 30°/00 S.b.E.

A 18 Bar Light
[illegible] 74° 74° 30°/00 S.E.

A 18 Bar Light
[illegible] 74° 74° 30°/00 S.E.

Tuesday May 13th 1836

A 18 Bar Light
[illegible] 72° 73° 30°/00 S.b.E.

A 18 Bar Light
[illegible] 72° 73° 30°/00 S.

commences with fresh trades from SE and fine: all sail by the wind on different tacks. 3 sails seen but no [illegible] [illegible] latter [illegible] and [illegible] the same. All sail on different tacks. Winds fine

A 18 Bar Light
[illegible] 30°/00 S.b.E.

Lat by obs 17°47' South
Long by Chron 4°34' East

A 18 Bar Light
[illegible] 71° 73° 30°/00 S.

A 18 Bar Light
[illegible] 73° 73° 30°/00 S.S.E.

A 18 Bar Light
[illegible] 71° 73° 30°/00 S.S.E.

At the Bar Light
72° 74° 30 44/100 O S E.

At 78 Bar Light
71° 73° 30 44/100 O S E

At 78 Bar Light
73° 75° 30 44/100 O S E.

At 75 Bar Light
75° 74° 30 44/100 O S E.

At 78 Bar Light

At 78 Bar Light

Mean d.to 72° 73° 30 44/100 O S E.

71° 73° 30 44/100 O S E

72° 73° 30 44/100

At 75 Bar Light
72° 73° 30 44/100 O S E

Coaches. At of St
of New London

Left by
Gone by

clear. All Sail by [illegible]
tacks One Sail in Sight [illegible]

Lat by obs 18°1[illegible]
Long by Chron[illegible]

[illegible] Bar Light
74° 73° 30' 47" 100 B.S.B.

[illegible] Bar Light

[illegible] Bar Light
74° 73° 40' 47" 100 B.S.B.

[illegible] and [illegible] the mission of the R.R. Middle & other parts [illegible] from the B.S.B. and from Nation Sea.

Long by Chron

[illegible] in company [illegible]

[illegible] Bar Light

At 3rd Bar Light

At 4th Bar Light
72° 73' 30" [illegible] C.S.C.

At 5th Bar Light
71° 77° 30" [illegible] C.S.C.

At 6th Bar Light
76° 73' 30" [illegible]

At 7th Bar Light

At 8th Bar
74° 73° 30" [illegible]

At 8th Bar Light
72° 73° 30" [illegible] C.S.C.

At 8th Bar Light
73° 73° 30" [illegible] C.S.C.

At 9th 75° 74° 30" [illegible] C.S.C.

At 9th Bar Light
79° 75° 30" [illegible]

At 9th Bar Light
76° 73° 30" [illegible] C.S.C.

At 9th Bar Light
74° 73° 30" [illegible] C.S.C.

At 9th Bar Light
74° 74° 30" [illegible] C.

At 9th Bar Light

[illegible] 79° 76' 30" [illegible]

[illegible] C.

[illegible] 3rd [illegible] a Sulphur Bottom [illegible]

middle [illegible] cabin. Latter from the C.S.C. and fine. Very [illegible] [illegible] finished.

the C.S.C. and [illegible] Complained [illegible]

[illegible] winds from [illegible]

[illegible] C.S.C. and [illegible] the North Middle & [illegible] cabin. [illegible] shooting [illegible] [illegible] 28 miles.

4 PM	Bar	Calm			Ship Catharine in company. Fire Land.
8 PM	73°	72°	30 22/100		Sight distant about 14½ Miles at 4 P.M.
					a large spring up a fort of for the
					[illegible]
Midnt	73	73	30 [illegible]		[illegible]
					and clear
4 PM	Bar	Light			No Obs
4 PM	72	73	[illegible]		
4 PM	Bar	Light			
8 PM	73	76	30 3/100	S	
4 PM	Bar	Light			
Midnt	71	73	30 3/100	S by E	

Saturday May 24th 1856

4 PM	Bar	Light			Commences with Light winds from
4 PM	73	75	30 4/100	S	the S.E. and clear ship under all
4 PM	Bar	Light			sail steering for Lanesboro all
8 PM	73	75	30 [illegible]	SE	hands employed getting up chains and
4 PM	Bar	Light			getting the anchors of the bows arrived
Midnt	73	73	30 4/100	SE	of the town at 5 PM but the
					wind being ahead could not get
4 PM	Bar	Light			Capt B. went on shore were ship and
4 PM	73	74	30 4/100	S	stood of shore until Midnt were
					ship W stood in for the Land and
					at 10 PM let go anchor to ends
					this day
4 PM	Bar	Light			
8 PM	74	74	30 4/100	E by S	
4 PM	Bar	Light			
8 PM	75	74	30 4/100	SE	

Sunday May 25th 1856

4 PM	Bar	Light			Commences with fine weather all
4 PM	72	73	30 [illegible]	SE	hands employed roofing and stowing
					down our sail finished at 4 P.M.
					nothing more of importance to record
4 PM	Bar	Light			
8 PM	73	74	30 6/100	S SE	
4 PM	Bar	Light			
Midnt	73	73	30 6/100	S SE	
4 PM	Bar	Light			
4 PM	72	73	30 [illegible]	S S E	
4 PM	Bar	Light			
8 PM	73	74	30 6/100	SE	
4 PM	Bar	Light			

Temperature			Winds		Remarks Monday May 26th
	A	W	Bar	Light	
8 PM	74	73	30 6/100	S.S.E	Commences with fine weather all hands busy taking in and stowing cargo for the pattaring
	A	W	Bar	Light	
2 PM	73	74	30 6/100	S.S.E	
	A	W	Bar	Light	
Midnt	72	74	30 6/100	S.S.E	
	A	W	Bar	Light	
4 AM	73	73	30 5/100	S.S.E	
	A	W	Bar	Light	
8 AM	74	74	30 6/100	S.S.E	
	A	W	Bar	Light	
Noon	74	74	30 6/100	S.S.E	
	A	W	Bar	Light	Tuesday May 27th 1856
4 PM	74	73	30 6/100	S.S.E	Commences with fine weather
	A	W	Bar	Light	All hands busy taking in and
8 PM	73	74	30 6/100	S.E	stowing cargo middle part rain latter part clear
	A	W	Bar	Light	
Midnt	72	73	30 6/100	S.E	
	A	W	Bar	Light	
4 AM	72	74	30 6/100	S.S.E	
	A	W	Bar	Light	
8 AM	73	74	30 6/100	S.E	
	A	W	Bar	Light	
Noon	75	74	30 6/100	S.E	
					Wednesday May 28th 1856
	A	W	Bar	Light	All then 24 hours fine pleasant
4 PM	74	73	30 6/100	S.E	weather all hands busy taking in
	A	W	Bar	Light	& stowing cargo
8 PM	73	73	30 6/100	S.E	
	A	W	Bar	Light	
Midnt	72	74	30 6/100	S.E	
	A	W	Bar	Light	
4 AM	73	74	30 6/100	S.E	
	A	W	Bar	Light	
8 AM	74	74	30 6/100	S.E	
Noon	74	73	30 6/100	S.E	

Temperature	Winds	Barometer	Remarks Thursday May 29th 1856
4 P.M.	73	74	30 [illegible]
			Commences with fine pleasant weather
			Still hands busy taking in and stowing
			cargo from Ship Catharine
8 A.M.	73	73	30 6/100 S.S.E.
Noon	74	74	30 6/100 S.E.
			Friday May 30th 1856
8 P.M.	73	73	30 [illegible]/100 S.E.
			Commences with fine squalls and
			Wind strong still busy stowing
			cargo this day finishes our freight
4 A.M.	74	74	30 6/100 S.E.
			received from Ship Catharine
			Chi London 77 packages sail
Noon	75	74	30 6/100 S.E.
			consigned to Thomas Tilch N.L.
8 P.M.	74	74	30 [illegible]/100 S.E.
			Saturday May 31st 1856
4 A.M.	73	73	30 6/100 S.E.
			Commences with strong winds and
			squalls all hands busy painting
			& mastheads Latter part strong winds
Noon	75	74	30 [illegible]/100 S.E.
			Ship dragged anchor and had to let
			go Starboard anchor 50 fathoms
	73	73	30 6/100 S.E.
			Sunday June 1st 1856
	73	73	30 6/100 S.E.
			Commences with strong winds from
			the S.E. Nothing doing today
			Middle & Latter part the same
	73	73	30 6/100 S.E.
			Flour 3 3/4 Mts
8 P.M.	72	73	30 9/100 S.E.
			Monday June 2nd 1856
			Commences with fresh trades and
			clear we hoist in Lively & the
4 A.M.	73	73	30 9/100 S.E.
			other employed cleaning Night & Middle
			part coarse moderate Latter part
			pleasant
Noon	74	73	30 9/100 S.E.
			Tuesday June 3rd 1856
8 P.M.	73	73	30 9/100 S.E.
			First part of this day pleasant
			Wind cloudy & latter part
4 A.M.	73	74	30 9/100 S.E.
			squally took two casks on board to
			fill with water but could not
			get em
Noon	75	75	30 9/100 S.E.

Barometer	Winds	Remarks Wednesday June 4th 1856
	A W Bar Light	Commences with fine clear
11 A M	73 73 30 9/100 S E	weather all hands busy getting
	A W Bar Light	ready for sea we expect to sail
4 P M	73 73 30 9/100 S E	tomorrow Middle & latter part
		the same so ends
	A W Bar Light	
Noon	73 74 30 9/100 S E	
	A W Bar Light	Thursday June 5th 1856
8 P M	73 73 30 9/100 calm	Commences with clear pleasant weather
	A W Bar Calm	all busy getting ready for sea
4 A M	73 73 30 9/100	& recieving company on board pro
		ceed at 8 P M weighed anchor
	A W Bar Light	& made sail for the S W S
Noon	74 73 30 9/100 W S W	latter part lovely but mild
		weather
	A W Bar Fresh	
8 P M	72 73 30 9/100 S E	Friday June 6th 1856
	A W Bar Fresh	Commences with fine weather and
4 A M	71 73 30 9/100 S E by S	a light breeze Ship under all
		sail steering W S W by compass
	A W Bar Fresh	at 8 P M saw a number of whales
Noon	75 74 30 9/100 S E by S	they proved to be pilot whales a num
		ber of them came around the ship Capt
	A W Bar Fresh	B shot at 1 & killed one so dead
8 P M	72 74 30 9/100 S E	that he never moved the dunk one
		Thermt Lat 15° 05
	A W Bar Fresh	Long 6° 23
4 A M	73 75 30 9/100 S E by S	Saturday June 7th 1856
	A W Bar Light	Commences with moderate fresh ship
Noon	75 76 30 9/100 S E by S	under all sail steering W S W by compass
		breeze & clear
	A W Bar Light	Ship Middle & latter part a fine
8 P M	74 76 30 9/100 S E	Sunday June 8th 1856
	A W Bar Light	Commences with fine clear weather
4 A M	73 75 30 9/100 S E	a moderate breeze ship under all
		Sail steering W S W at 8 P M
	A W Bar Light	saw a ship steering W S W
Noon	76 76 30 9/100 S E	[illegible] Lat 14° 21
		Long 7° 51
	A W Bar Light	
8 P M	[illegible]	Monday June 9 1856
	A W Bar Light	Commences with pleasant weather
4 A M	74 76 30 9/100 S E	[illegible] under all sail steering W S W
		4 P M spoke a whale employed harpooning
		Ship Middle & latter part fine
	A W Bar Light	Lat 11° 08
Noon	[illegible]	Long [illegible]

Temperature	Winds					Remarks Tuesday June 10th 1856
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	W	W	Bar	Light		Steering W. W. W. W. W. one hand in sight [illegible]
[illegible]	N	76	76	30 5/100	S.E.	Middle & latter part pleasant
						Lat 10°. 04 South.
	W	W	Bar	Light		Long 12°. 30 West.
[illegible]	[illegible]	77	76	30 5/100	S.S.E.	
	W	W	Bar	Light		Wednesday June 11th 1856
[illegible]	N	76	76	30 4/100	S.E.	Commences with pleasant weather
						& moderate breezes. Ship under
	W	W	Bar	Light		all sail steering W. W. W. per compass
[illegible]	N	77	76	30 5/100	S.S.E.	still pointing. Ship saw thirty [illegible]
						Beginning at 6 P.M. N. distant about [illegible]
	W	W	[illegible]	[illegible]	[illegible]	miles bearing W. W. W. at 7 P.M. [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] at 9 P.M. [illegible] light West [illegible]
						[illegible] fine
	W	W	Bar	Light		[illegible]
[illegible]	N	77	78	30 5/100	S.E.	Long 13.38 West
						Thursday June 12th 1856
	W	W	Bar	Light		Commences with a fine breeze and
[illegible]	N	77	77	30 8/100	S.E.	pleasant. Ship laying at [illegible]
						[illegible] at 7 P.M. [illegible]
	W	W	Bar	[illegible]		[illegible]
[illegible]	N	77	77	30 8/100	S.S.E.	W. & gave her all sail towards
						Lat 7.54 South
	W	W	Bar	[illegible]		Long 14 28 West
[illegible]	N	[illegible]	[illegible]	[illegible]	[illegible]	Friday June 13th 1856
	W	W	Bar	Light		All these 24 hours fine pleasant
[illegible]	N	[illegible]	[illegible]	[illegible]	[illegible]	weather. Ship under all sail
						steering W. W. W. Middle & latter
[illegible]	N	[illegible]	[illegible]	[illegible]	[illegible]	part ends the same one hand in
						sight
						Lat 6°. 56 South
						Long 16°. 21 West
						Saturday June 14th 1856
	W	W	Bar	Light		All these 24 hours fine pleasant
[illegible]	N	77	77	[illegible]	[illegible]	weather. Ship under all sail steering
						W. W. W. Watch hazy scraping
	W	W	Bar	Light		fore topgallant studding sail and
[illegible]	N	[illegible]	[illegible]	[illegible]	[illegible]	sending it down. Middle & latter
						part ends fine. Lat 5°. 35 South
	W	W	Bar	Light		Long 17.43 West
[illegible]	N	[illegible]	[illegible]	[illegible]	[illegible]	Sunday June 15th 1856
						Commences with fine weather and
						light breeze of hip and all
						sail steering W. W. W. per compass
	W	W	Bar	Light		Middle & latter part [illegible]
[illegible]	N	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
						Lat [illegible]

Time	Winds	Barometer	Remarks Wednesday June 10th 1846
	A W Bar Light		Commences with fine weather
8 P M	79 79	30 1/100	S E Made sail under all sail steering N by W per
	A W Bar Fresh		compass [illegible] employed
4 P M	78 78	30 4/100	S S E repairing & mending stuff powerful
	A W Bar Fresh		one ship in sight Middle & latter
Noon	84 78	30 8/100	S E by S part end pleasant Lat 5° N Lat
	A W Bar Fresh		Long 20° 57 West
8 P M	79 79	30 9/100	S E by S
	A W Bar Fresh		Tuesday June 17th 1846
4 P M	78 78	30 8/100	S E All the 24 hours fine pleasant weather
	A W Bar Fresh		ship under all sail steering N by W
Noon	84 79	30 8/100	S E watches employed [illegible] reefing sails and
			bending stun sails & the making
			a mizzen royal and standing it
			aloft Ends pleasant Lat 5.11 South
			Long 22° 05 West
			Wednesday June 18 1846
	A W Bar Light		Commences with fine pleasant weather
8 P M	79 79	30 9/100	S E Ship under all sail steering N by W
	A W Bar Light		watches employed repairing & refitting
4 P M	80 79	30 9/100	S E by S 2 ships 1 Bark & 1 Brig in sight
	A W Bar Light		all standing to the Southward
Noon	83 79	30 5/100	S E by S Middle & latter parts pleasant
			Lat 6° 13 South
			Long 23° 55 West
	A W Bar Light		Thursday June 19th 1846
8 P M	79 80	30 1/100	S E All these 24 hours fine pleasant weather
	A W Bar Light		ship under all sail steering N by W
4 P M	79 80	30 9/100	S by E 1 ship in sight watches employed
	A W Bar Light		cool tarring rigging & sails Lat 7° 56 South
Noon	81 80	30 5/100	S by E Long 24° 11 West
	A W Bar Fresh		Friday June 20th 1846
8 P M	79 80	30 8/100	S S E All these 24 hours fine pleasant
	A W Bar Fresh		weather with the exception of a
4 P M	79 79	30 8/100	S S E light squall ship under
	A W Bar Fresh		all sail steering N by W per
Noon	83 80	30 8/100	S S E compass saw a Bark at 9 A M
			exchanged signals with her
			she flew the American ensign
			a blue & white & blue stripe
			bound to the South Lat 8° 40 South
			Long 25° 31 West
	A W Bar Light		Saturday June 21st 1846
8 P M	79 80	30 8/100	S S E Commences with squally appearance
	A W Bar		ship under all sail steering N by W
4 P M	79 80	30 8/100	Calm [illegible]
	A W Bar Light		[illegible]

Tuesday June 22nd

Commences with cloudy weather
the detached openings until
from 4 to 8 AM with a
light gain [illegible]
[illegible]

Wednesday June 23rd 1856
Commences with cloudy squally
appearance & gain ship under
all sail steering N W W
upon a boat [illegible]
[illegible] ship from [illegible]
to Talla Tillie Island
Lat 7° 07 North
Long 26° 35 West

June 24th 1856
Will there I have pleasant weather
with exceptions of a few light rain
squalls arrs from all points of
the compass the part of the time
ship under all sail [illegible]
[illegible] is [illegible] weather retaining
[illegible] sails the [illegible] for 3 [illegible]
[illegible] Lat 7° 54 North
[illegible] Long 26° 17 West

Wednesday June 25th 1856
Commences with calm clear but
hazy weather [illegible]
[illegible] from 2 to 8 AM with
light airs [illegible]
Wednesday fine pleasant weather with moderate
H C Brady [illegible]
[illegible] June 21st 1856

Will there 24 hours fine weather and
moderate breeze ship under all sail
steering N W per compass all hands
employed doing [illegible]
under sail [illegible] Lat [illegible]
Long [illegible]

Friday June 27th 1856
[illegible] weather [illegible]
a moderate breeze [illegible]
from [illegible] to the end
[illegible] ship under all sail steering
N W per compass

Thermometers				Winds	Remarks Sunday June 28th 18[illegible]
				S W Bar Fresh	
P.M.	81	80	30.5/100	N.E.	Commences with [illegible]
				[illegible]	[illegible]
				[illegible]	[illegible]
				[illegible]	[illegible]
				W. W. Bar Fresh	[illegible]
Noon	81	80	30.5/100	N.E.	[illegible]
				[illegible]	
				[illegible]	Sunday June 29th 1856
4 P.M.				[illegible]	Commences with [illegible]
				S W Bar Fresh	steering [illegible] ship under all sail
8 P.M.	77	78	30.5/100	N.E.	steering N.W. at 9 P.M. commences
				S W Bar Fresh	pumping & found the leak had [illegible]
Noon	79	79	30.5/100	N.E.	to 2 feet 6 inches [illegible] leak to be in [illegible]
					[illegible]
					Lat. 13° 05
					Long. [illegible]
					Monday June 30th 1856
				S W Bar Light	
8 A.M.	78	78	30.7/100	N.E.	This day commences with fine weather and a moderate breeze from the [illegible]
				S W Bar Light	Under all sail steering N.W. this
4 P.M.	77	78	30.8/100	N.E.	day the weather being moderate and the
				S W Bar Light	wind being light the ship [illegible]
[illegible]	80	79	30.9/100	E.N.E.	but about 1.00 [illegible] Light puffing squalls [illegible]
				S W Bar Fresh	Lat. [illegible]
					Long. [illegible]
8 P.M.	77	78	30.9/100	N.E.	Tuesday July 1st 1856
				S W Bar [illegible]	This day commences with fine weather
4 A.M.	77	77	30.9/100	[illegible]	steering [illegible]
				S W Bar Fresh	[illegible] the [illegible]
Noon	79	77	30.8/100	E.N.E.	all sail [illegible]
					ship [illegible] about [illegible]
					day Lat. [illegible] fast clear with [illegible]
					[illegible] occasionally Lat. 15.11 [illegible]
					Long. West [illegible]
				[illegible]	Wednesday July 2nd 1856
[illegible]	78	78	30.5/100	N.E. & E.	This day commences squally [illegible]
				S W Bar Fresh	so through the whole 24 hours [illegible]
				[illegible]	under all sail steering N.W. all hands
					[illegible]
				S W Bar Fresh	
Noon	81	76	30.8/100	E.N.E.	[illegible]

Thursday July 3th 1856
This day Commences with detached openings & passing squalls trades strong ... ship under all sail ... sunshine ... hours ship steering ... middle & latter part ends the ...
Long 45 52

A. W. Bar. ...
... 78 77 30 9/100 ...

A. W. Bar Fresh
... 80 78 30 9/100 ...

Friday July 4th 1856
Commences with thick hazy weather & a moderate breeze ship under all sail steering ... at 6 P.M. saw a ship steering ... latter part employed keeping ...
Latt ...
Long ...

A. W. Bar. Fresh
... 79 78 30 9 ...

A. W. Bar Fresh
... 77 77 30 9/100 N.E.

Saturday July 5th
This day commences with fine weather & continues so until 7 P.M. a heavy squall arose & lasted about one hour ... ship under all sail steering ... N 1/2 W ... light ... well ... Lbs ...
... Lbs

A. W. Bar Light
... 77 78 30 9/100 N.ly

A. W. Bar Light
... 77 78 30 9/100 S.E.

Sunday July 6th 1856
Commences with passing squalls and light showers of rain ship under all sail steering N W 1/2 W from midnight to the end fine pleasant weather with light winds from E.S.E. and S.E. Latt 22.17
Long 50.55

A. W. Bar Light
... 81 77 ...

A. W. Bar Light
... 79 30 8/100 E.S.E.

Monday July 7th 1856
This day commences with fine weather and light trades ship under all sail steering ... middle part clear latter part watches employed coal tarring anchors and at 6 P.M. a heavy rain squall passed ends clear Latt. 25.08
Long 52.45

A. W. Bar Light
... 77 79 30 9/100 E.S.E.

A. W. Bar Light
... 85 81 30 ...

Tuesday July 8th 1856
Commences with fine weather and continues until 8 A.M. ... until 11 A.M. rain squalls from ... midnight clear pleasant, ship under all sail steering N 1/2 W ... one ship in sight ... employed cleaning and painting ...
Latt 24.25 North
Long 54.10 West

A. W. Bar Light
... 77 81 30 ...

A. W. Bar Light
... 83 81 30 ...

A. W. Bar Light
... 80 80 30 9/100 E.S.E.

A. W. Bar Light
... 77 ... 30 ...

A. W. Bar Light
... 8... 8... 30 ...

Temperature	Winds	Barometer		Remarks Wednesday July 7th 1880
	A W	Bar	Light	
8 A M	80	30	30 8/100	E S E
				All this 24 hours fine pleasant weather with the exception of [illegible] light rain squalls [illegible] employed at different jobs at [illegible] ship under all sail steering N N E by [illegible] seconds these 24 hours. [illegible] 26.21
				Long 56.40
	A W	Bar	Light	Thursday July 8th 1880
8 P M	80	30	30 8/100	E S E	All these 24 hours fine weather ship under all sail steering N N E watches employed getting [illegible] seconds pleasant Lat 26.[illegible]
				Long 5[illegible].34
	A W	Bar	Light	
4 A M	79	80	30 7/100	E S E	
	A W	Bar	Light	
Noon	85	81	30 8/100	E S E	
	A W	Bar	Light	
8 P M	90	81	30 8/100	E S E	Friday July 11th 1880
	A W	Bar	Light	All these 24 hours fine pleasant weather ship under all sail steering [illegible] by N watches employed [illegible] ship outside [illegible] light [illegible] opened [illegible] lat 27.14 [illegible]
4 A M	79	80	30 8/100	E S E	
	A W	Bar	Light	
Noon	86	81	30 8/100	E S E	
	A W	Bar	Light	
8 P M	86	81	30 8/100	E S E	Saturday July 12th
	A W	Bar	Light	All these 24 hours fine pleasant weather & light winds from the [illegible] ship under all sail steering W N W watches employed painting & [illegible] outside nothing in sight caught 2 dolphins seals fine Lat 28.22 [illegible]
4 A M	79	80	30 8/100	E S E	
	A W	Bar	Light	
Noon	88	81	30 8/100	E S E	
				Long 1[illegible].50 West
				Sunday July 13th 1880
	A W	Bar	Light	This day fine pleasant weather ship
8 A M	81	81	30 8/100	E S E	under all sail steering S W by W with
	A W	Bar	Light	a light [illegible] nothing doing
8 P M	81	80	30 7/100	E S E	Lat 2[illegible].5[illegible]
				Long [illegible]
	A W	Bar	Light	
Noon	85	81	30 8/100	E S E	
	A W	Bar	Light	Monday July 14th
8 P M	80	80	30 7/100	E S E	This day commences very fine at 4 P M [illegible] a school of [illegible] from [illegible] seals ready [illegible] & chased [illegible] [illegible] [illegible]
	A W	Bar	Light	
4 A M	80	80	30 8/100	E S E	
	A W	Bar	Light	
Noon	88	81	[illegible]	

Temperature	Winds	Remarks
		Monday July 14th 1856
		[illegible]
		Long 63.13 West
A W Bar Light		
81 h 80 82 30 99/100 E.S.E		
		Tuesday July 15th 1856
A W Bar Light		All these 24 hours fine weather
81 h 80 81 30 97/100 E.S.E		Ship under all sail steering W.N.W
		by the wind very light 3 ships
A W Bar Light		in sight so with Lat 30.43
81 h 80 81 30 5/100 E.S.E		Long 63.51
		Wednesday July 16th 1856
A W Bar Calm		This day commences with fine weather
81 h 82 81 30 8/100		a light breeze from the E.S.E at
		1 P.M. hauled the boat and went
A W Bar		on board of the Ship Rose for
81 h 80 81 30 8/100		[illegible] from St. Croix bound to
A W Bar Calm		London, all day [illegible]
81 88 82 30 8/100		saw flying fish, lowered [illegible]
		without success. Lat [illegible]
		Calm employed repairing Lat 31.06
A W Bar		the Chase boat. Long 64.09
82 83 30 8/100 Calm		Thursday July 17th 1856
		All these 24 hours fine weather but calm
A W Bar Light		at 3 P.M. lowered a boat & went on
81 82 30 7/100 N.E.B		board of the C.C. Clary of Camden from
		C.S. bound to the Spanish Main
A W Bar Light		the [illegible] of yesterday latter part Calm
81 82 30 7/100 N		Lat 34.14 North
		Long 64.35 West
		Friday July 18th 1856
A W Bar Light		All these 24 hours clear the wind [illegible]
81 [illegible]		with the sound light from the W.S. and
		W.S.W. ship under all sail steering
A W Bar Light		[illegible] wind at 7 P.M. saw a light
81 81 30 [illegible]		[illegible] it to be Bermuda [illegible]
		[illegible]
A W Bar		[illegible]
81 81 30 9/100 N.E.B		[illegible] Long [illegible]
		Saturday July 19th 1856
A W Bar		[illegible] at 1 P.M.
81 [illegible]		a light breeze sprung up from the W.S.W.
A W Bar		[illegible] hauled the boat P.M. from [illegible]
81 [illegible]		till 6 P.M. calm. Ship under all sail
		steering by the wind all hands are on
A W Bar Light		[illegible]
81 [illegible]		[illegible] and line to try the current found it setting
		to the S.W. strong
		Lat [illegible]
		Long 64.14 West

1848	[illegible] Beef	Barrels Beef	Pork	Bread	Molasses	Herrings [illegible]	
August 11							[illegible]
1 Sept 19	2	1	2	1	101 gal 1	2 bbls	Sept [illegible]
" 21st	1		1	1	--	1 bbl	Sept [illegible]
Oct 2		1	1	"	"	"	October [illegible]
to " 4th	"		"	"	"	1 bbl	Nov 8
Oct 9th	1		1		"		Nov 19
Oct 12			"	1		"	Nov 30
Oct 25	1	"	1		"		Dec 1st
Oct 25	"		"	"	"	[illegible] 1 cask	Dec 7
Nov 6th	1		1	1			Dec 14
Nov [illegible]	1		1	"	"		Dec 20
Dec 1st	1		1	"		1 cask 99 gal 516 lb	Dec 22
Dec 1[illegible]	1		1		"		Dec 27
Dec 16				1			[illegible]
Dec [illegible]	1		1	"			[illegible]
[illegible]				1	89 gal 1	1 cask 529 lb	Feb 9
Jan [illegible]		1	1	"		..	Feb 14
Jan [illegible]		1	1	"	"	"	Feb [illegible]
[illegible]				1			[illegible]
Jan 27		1	1				[illegible]
[illegible] 10th	1		1				[illegible]
[illegible] 6th				1			[illegible]
[illegible] 23		1	1				[illegible] 6
March 5th						1 cask [illegible]	[illegible]
March [illegible]		1	1				[illegible]
March [illegible]				1			[illegible] 2[illegible]
[illegible]	1						[illegible] 13
[illegible]							[illegible] 18
[illegible]				1			June 1
[illegible]	1		1			1 cask	[illegible]
[illegible] 1st	1		1			[illegible]	June 23
May 2[illegible]			"	1			
May 7th	1		1				June 25
[illegible]						1 cask	July [illegible]
[illegible]							Jun 21
[illegible]		1	1				[illegible] 3
[illegible]		1	1				Aug 11
[illegible] 2[illegible]		1					[illegible] 15
[illegible]				1		1 cask [illegible]	Aug 2[illegible]
July 7th		1	1				[illegible]
[illegible]			1				Sept 15
[illegible] 1[illegible]		1	1	1			Sept 2[illegible]
[illegible]							Oct [illegible]
[illegible]							Oct 1[illegible]
[illegible] 1[illegible]			1				Oct 22
[illegible]							Oct 26
[illegible]				1		[illegible]	Oct 27
[illegible]							[illegible]
[illegible] 9th		1	1				Nov 4
[illegible]	1		1				Nov [illegible]

	Bbls	Bbls	Casks	Gals	Gals	Gals
	1	1				
Ja				116	180	
29						
	1		1			
Nov 6	1					
10	1	1				
20	1					
Dec 1	1					20
" 10	1	1				
20	1					
23	1			116		
29	1	1				
Jan "	1					
9						
11	1					
11	1	1				
2	1					
30	1					
Feb 7	1	1				
	1					
11	1					
	1	1				
	1					
9	1	3	414 Bbls			
11	1	1				
20	1	1				
25	1					
Mar 1	1					
11	1	1				
16	1					
19	1		2 Bbls			
Apr 3	1	1				
7			1 Bbls			
5	1					
6	1					

Ship Amazon off New Haven
New London, [illegible]

Provision Ex. for the Year of 1860.

	B.	P.				
			May	7	13	
			Mond.	21	1	1
	1	1		28	1	
3	1		Wed.	31	1	1
8	1	1	Thurs.	1st	1	
17	1					
20		1				
22	1					
27	1					
2	1	1				
6	1					
10	1					
11		1				
17	1					
23	1	1				
31	1					
Feb. 3		1				
7	1					
12		1				
15	1					
23	1	1				
Mar.	1					
6	1	1				
14						
Cask Beef						
26	1	1				
Apr. 60 Cask						
4	1					
21	1					
Do.		1				
6	1	1				
May						
11	1					
13	1					
18	1					

Dr. Cr.

Balance 1851 15-

Nov. 28 pd 1

Dec 11 1.

Dec 22 60 1.

Jan 22 1 Cask

Feb 23 1 Cash

March 28 1 Cash

Apl. 18 1 Cash

May 10 1 Cash

Jul. 31 1 Cash

Novr. 11. 62	Nov. 11. 63	Bread list.
1 Keg - Butt.	1 Barrel Sug —	

Ds/2